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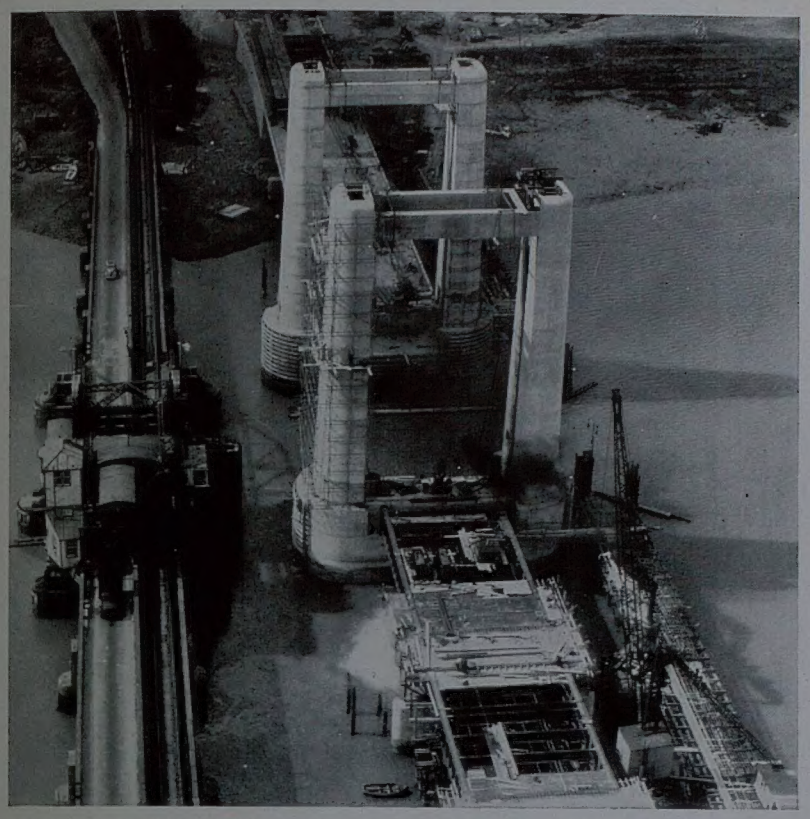

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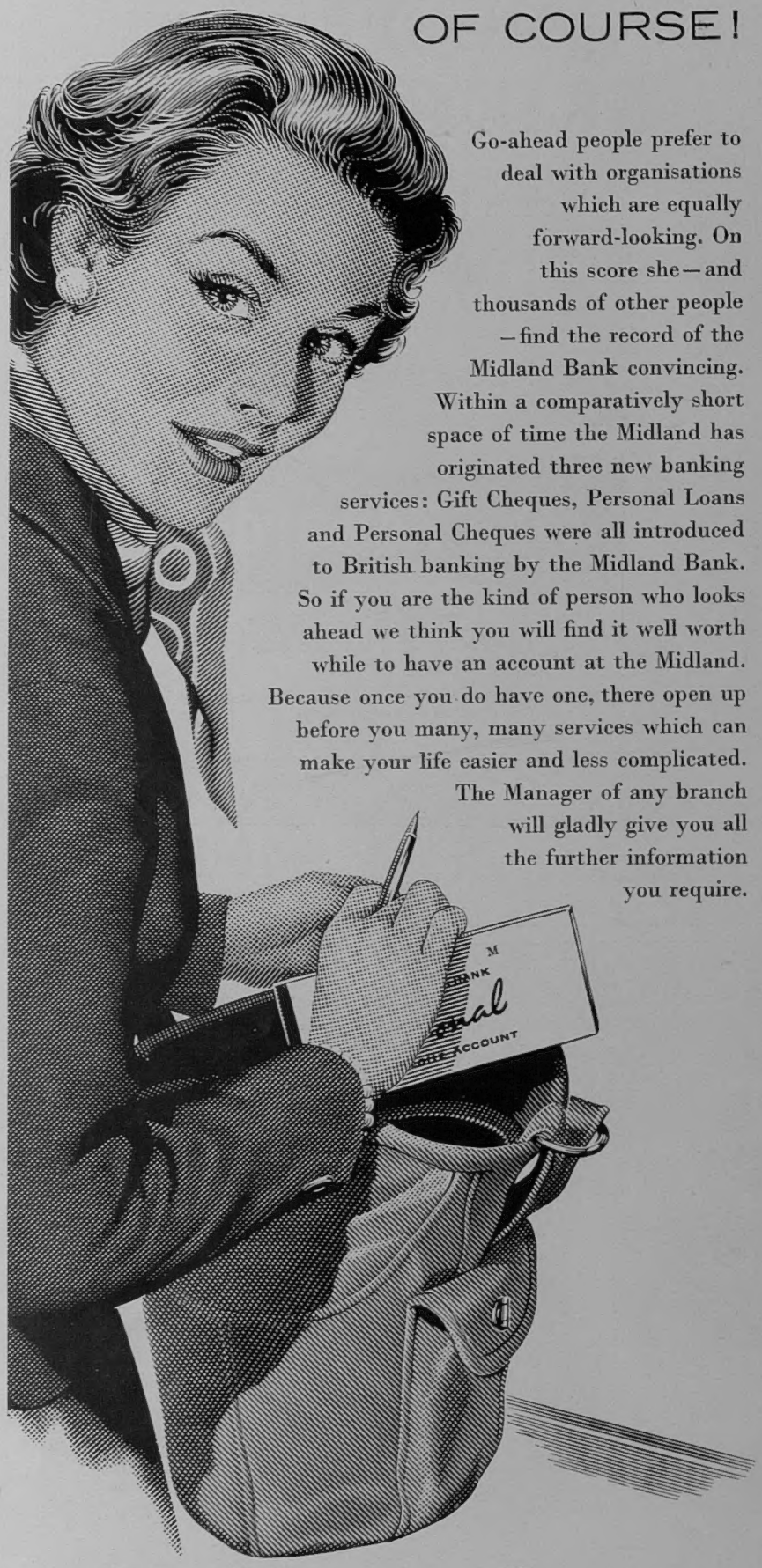

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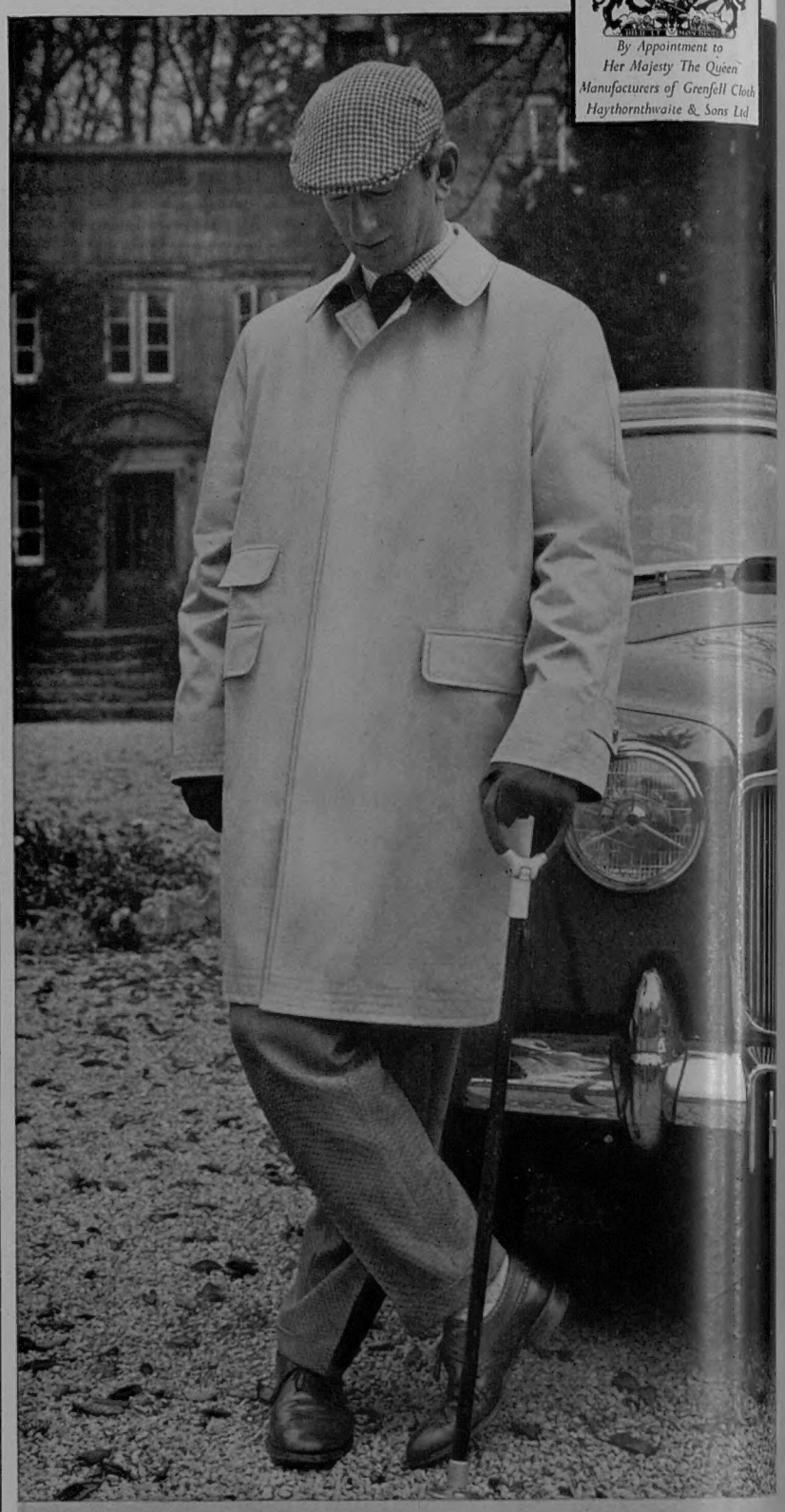

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Volume CCXXXIX No. 3098

The SPHERE London, October 17, 1959

The SPHERE

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A QUIET WEEK-END AFTER HIS ELECTORAL VICTORY—MR. MACMILLAN ATTENDS THE SUNDAY MORNING SERVICE AT HORSTED KEYNES, IN SUSSEX: With the Prime Minister are Lady Dorothy Macmillan and their granddaughter, Rachel, daughter of Mr. Maurice Macmillan, M.P. for Halifax. Mr. Macmillan spent last week-end at his Sussex home at Birchgrove. On Monday he was in Downing Street, where he presided over the first Cabinet of the new Parliament, which is due to be opened on October 27.

The results of the General Election gave the Conservatives a parliamentary majority of 100 over both the other parties and the one Independent elected. The Government gained twenty-nine seats and lost seven; Labour gained five and lost twenty-eight; and the Liberal representation, with one gain and one loss, remained as previously at six. Out of the total electorate, 78.7 per cent. voted, as compared with 76.8 per cent. in 1955, 82.2 per cent. in 1951 and 84 per cent. in 1950. Since 1945 no Government has had an overall majority of the aggregate national vote. Last week the Conservatives received 49.4 per cent. of the aggregate, as against 49.8 per cent. in 1955; Labour at 43.8 per cent. dropped 2.5 per cent. on their 1955 figure; and the Liberals went up 3.2 per cent. to 5.9 per cent. On Monday morning of this week, after spending the week-end at Birchgrove, Mr. Macmillan called a Cabinet meeting at No. 10, Downing Street. For some of those present it was expected to be their last attendance at Cabinet, but few changes were anticipated in the higher ranks of Ministers. (Further election pictures on pages 80 to 84.)

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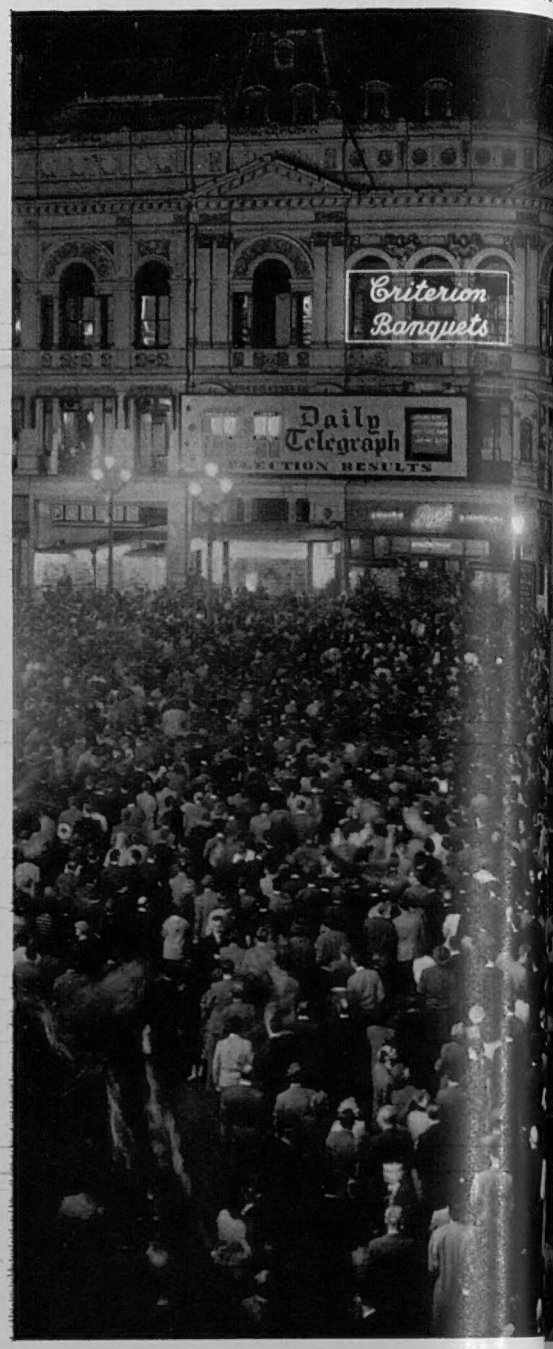


SWING TO THE CONSERVATIVES: At Lewisham Town Hall spectators watch the votes being counted for the North Lewisham constituency. The result saw a Labour majority in 1955 of 1,100 changed to a Conservative majority of 4,613. The victor was Mr. Christopher Chataway, a former athlete and television broadcaster.

A London Newsletter

195-198, STRAND, W.C.2.

"The Mixture as Before"—The General Election result tells us a good deal more than mere figures indicate. The Whigs were in the wilderness for twenty-three long years after the "Talents Ministry," and many an ardent reformer ate his heart out there and wasted his best years of activity, until 1831 and the Reform Bill of 1832 gave him a chance to see what he could do. The Socialists must abide their souls in patience for another four or five years, and by that time some of their leaders may be sick of politics or past their best; but it is unlikely that the party must wait in the wilderness as long as did those Whigs. Meanwhile, young and old, the Socialists must occupy their time in an agonising reappraisement of policy or one day still distant we may find ourselves back to two-party politics, the old Conservative-Liberal set-up. The Conservative majority of 100 over all other parties combined gives them a very handsome addition to their previous easily working majority. But there was no landslide; for the Liberals the tide certainly turned very favourably in votes cast, but not in seats gained. And that is not odd. The Socialists' handicap undoubtedly was the absence of any new policy which could be called constructive. The ideals and the first principles of Socialism have long since been fully embraced and implemented by Tory Governments; and for the naked Socialists on the bank no new clothes were available. They could only hide their nakedness in reckless promises to the electorate and hesitant or ill-thought-out condemnation of a Government whose record, if not above criticism, had been considerably above average. In all the bidding for votes, lack of constructive ideas and disunity within the ranks could not be concealed. The "don't-knows" knew better than the Socialists supposed. It was a good-humoured election and, I make no doubt, the nation has the Government which for the moment can serve it best. And so we have "the mixture as before." Mr. Macmillan will be wise to shake the bottle. All doses for our health need shaking up, and new men and new ideas are in constant demand even in the best-regulated administrations.

A Dangerous Medium—At the very start of the election campaign, I wrote a Jeremiad on the dangers of TV appearances by leading politicians, and soon enough came confirmation of my fears. That first Tory conversation-piece, a cooked-up, seven-week-old symposium, still seems to me the nadir of the series. Neither Mr. Macmillan and his chief *confrères* nor the other parties "ever had it so bad." But they all had it bad enough. Indeed, only Mr. Grimond and perhaps Mr. Gaitskell on a single occasion brought off a mild "Ruth Draper." In his last appearance, Mr. Macmillan realised the dangers of "conversation-pieces" and he, too, went it alone with better effect. When statesmen are not engaged *à outrance* in a party dog-fight, you and I are generous enough and realistic enough to credit them with superior qualities and to acknowledge that their responsibilities, in office or in opposition, are very heavy, their work exceedingly hard and difficult and their efforts on our behalf in the main unself-seeking and sincere and patriotic. But have we need of further witness that, when they appear on television in the fever of party strife, most of their virtues are blurred, their panaches smeared, and their faces and figures distorted, as in a bad passport photograph, hastily developed? The business wears the appearance of a dog-fight for power and place. In my view, we need no further witness. The medium is highly dangerous, and though some of them worked hard to learn the difficult technique, very few of them indeed achieved a higher level than that of village theatricals. More damaging still, instead of being content to play "*Browne with an E*," they ventured on *Hamlet*, with results more terrible to the reputation of politicians than even now most of them appreciate. For in the medium of TV they cannot have observed that they were playing to fast-dwindling houses. Amateur actors can count the empty seats and the dead-heads, but the politicians can have no conception of how boring they were and how consistently they alienated our sympathy with their roles and our generous willingness to respect and acknowledge the importance of their duties.

An Anti-Capitalist Target—During the recent election campaign, I have perhaps been too prone to despise the jitters of the Stock Exchange, as hope and despair alternated in the result of the election. It seemed to me to be rather undignified and unstable. Like so many of us of every political colour, I have sometimes been inclined to see the Stock Exchange as a limited body of prosperous gentlemen who "job and broke" every day round the Bank of England, dressed in striped trousers and black coats, and when not jobbing and broking, invent those stories which go the rounds of the clubs and golf clubs and are never told to ladies *en masse* but only to individually selected and seasoned females. This is unfair, because the Stock Exchange is really you and I. It is *our* custom which induces the jobber to job and the broker to broke and affords them the means to buy their golf clubs, cars and striped trousers and club drinks, and when we are in optimistic mood, they can earn a handsome living. Of course "the Stock Exchange" (whatever figures you see in the landscape) is a good target for the Socialists, because the chief cause for a decline in prices is usually the fear of a Socialist victory, not a very loose definition to describe the Stock E as a capitalist and pro-Tory institution. But, if you study the facts and figures of Stock Exchange you would find that the brokers' and jobbers' p built up on the hopes of gain of men and wom political colours, and that the Socialist share in that worthy object is substantial. There are to many confirmed Socialists who "never had it s

Jane Austen Intervened—Mr. Deedes, standing for Ashford, a week before the received from a well-wisher a pleasant compli to his ancestor by Jane Austen in a letter to written from Godmersham in 1813:

I will put Mr. Deedes first because I like him a the best.

Jane Austen's preference was another William M.P., an ancestor of the candidate for Ashford, at Sandling, in Kent, and married in 1791 Sophia daughter of Sir Brook Bridges. Jane's fortunate Edward, was adopted by the Knights of God and Chawton and married Elizabeth, another da Sir Brook Bridges, and was thus able to supply an the cottage at Chawton where Jane wrote the bu novels, now a pleasant museum and living me her genius. Thus from her tomb in Winchester C gentle Jane intervened in the Election of 1959 to p *plus ça change, plus c'est la même chose.*

A Certain Winner—It is true that in few years of unjustifiable strikes Britain and have made quite a good thing out of supplying of each other's customers when strikes in one hold up national supplies. That for a time—now ended—was true of the U.S. steel strike. We "n it so good." It also justified Mr. Watkinson warning to the British Oxygen strikers. He sa quite sure I can tell you who is going to win th Our foreign competitors; for they will be very supply our customers." With that, exceptio T.U.C. must have agreed and at last even the sti some sense in his warning. Neither Socialists p want to see Government interference in industrial and I hope and believe that both begin that the only hope of imparting to impatient who begin these disastrous strikes the simp of the monkey sawing through the branch

IN NEXT WEEK'S ISSUE

THE MOTOR SHOW

A Survey of the 1959 Exhibition at Earl's Court

LONDON'S WEST END ON ELECTION NIGHT: Arc lights are trained on part of the crowd in Trafalgar Square while television cameras record the scene. Numbering several thousands, the crowd was a gay one, and there were cheers and boos as the election results were shown. Many people remained till the early hours of the morning. *Left*—A section of the crowd in Piccadilly Circus watch as a result is flashed on the board.

in lies in the recognition by managements of the mpatience of the workers over undue delays in inves- gating their claims and in far more efficient com- unication between management and men concerning oming developments and changes in their particular dustry. Time and again, these wild-cat strikes have en caused by ignorance of facts and exaggerated mours, superimposed on impatience at too long delay examining claims, even when they appear frivolous.

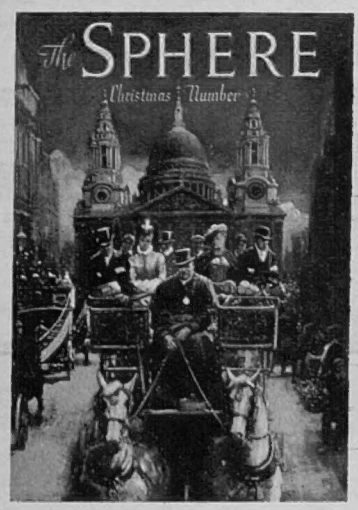
Cashing-In—Of course you cashed-in on the sult of the General Election. Let me know how you d it. Only a perfect idiot could have left that God-sent ce-meeting without a wallet stuffed with notes or promis- ry notes. And why? Because whatever you backed, u were on a winner. The Tories had promised you osperity-plus on the top of present prosperity. The cialists promised to relieve you of any surviving burdens u bear and to excise any form of anxiety remaining from e cradle to the grave. And handsome Jo, who looked beat all comers as he cantered down the course, omised to reform Government, remove all present uses and grievances and make of Britain's social d political life a radical's dream polity; and all for hteen seats down and the rest when we felt like it. much for promissory notes. What about those tes you could spend at once after the first settling y? Did you bank on a Tory victory and buy els or on a Socialist victory and buy 3½ per cent. ar Loan for a quick profit before the total slump? don't see how you can have failed to make money you bought on the days when the prices of steels d War Loan alternately slumped as the Gallupers phesied Tory or Socialist defeat. It was "never so od" for shrewd investors who pick the right moment to y. I wish I had had the time or the courage or the cash contact my broker.

A Little Latin—The older universities were last ek at Oxford urged by the Headmasters' Conference at lliol to retain a qualification in Latin as a condition of ry. A very much larger majority demanded its retention least for all entrants who did not pass the advanced C.E. level in science or mathematics. Thus, these head- sters endorsed the opinions of private-schoolmasters ently expressed, though they did not go as far as I could h. For I cannot think of any foundation of primary cation more likely to help scientists to express them- ves clearly than some acquaintance with the strict relevance and lucid economy of the old Romans. Oratory died in Parliament when politicians ceased to keep Horace and Virgil and Cæsar in their heads and pockets, and the scientist to-day who tries to explain to the layman the nature of his business speaks a language so muddly and confused that it might be heathen Chinese or a crossword puzzle by Torquemada. A foundation in Latin may not indicate an educated man, but it is abundantly clear that the use of long words and complicated phrases is most favoured by the least educated. "Jeeves" was a master of gobbledegook, and a majority of scientists and the lesser bureaucrats take him as a model.

Aly Baba—Aly Khan has had a wonderful racing season and certainly the God of Chance has combined with the merits of his trainers, jockeys and mounts to win him a dazzling harvest from the turf. His latest triumph was the richest race in Europe, the Prix de l'Arc de Triomphe (£34,500). His St. Crespin dead-heated with Midnight Sun and won the race on an objection against Fabre, who rode the latter. Probably it was the closest finish of the season, for the first five finished in a bunch which utterly confused the judges and even the photographs could not distinguish between the first two. The much-fancied Primera, trained in England, was actually placed fifth, but so close to the leaders as almost to justify a photo-finish proof. Aly Khan, then, in prize money alone has netted nearly a quarter of a million pounds this season on European courses. I do not know if he bets or whether, if he does, his luck has covered that sideline in profitable racing, to which so many men who are not owners, direct their energies and hopes and knowledge of form.

Full Steam Ahead?—Fine summers have been so rare since my youth that it is easy to forget the enthusiastic plans for the future which they always engender. The restaurateurs lay in vast stocks of alfresco-meals equipment, awnings, sun-umbrellas and marble-topped little tables, and the makers of swimming pools, deck-chairs and swimming gear book orders far ahead. Usually, it is money thrown away. This year's glorious summer, and its consequences in congestion, justified the demand for another old favourite, the extension of summer time to the end of October and the deferment of Bank Holiday to the last week of August. Both pleas will be turned down, I fancy. The farmers are adamant and the authorities are cynical about decades of glorious summers. All the same, the records of 1959 justified golden dreams of summers ahead. From Essex to Cornwall sunshine averaged 100 hours above average in September. Lowestoft had no rain at all for fifty days and Plymouth none for forty-two. Kew measured but ·08 rain in September, the lowest total for 100 years. The wizards assure us that for ten years at least we shall repeat the miracle of 1959. They ought to know, but do they? Elections make some of us rather cautious about promises of paradise just round the corner. But, if we should find summer paradises awaiting us for even five more years, those who make umbrellas and raincoats and goloshes, and those who still dig coal, will be wise to beat their umbrellas into parasols and turn their spades to digging wells before next summer comes.

THE OLD STAGER



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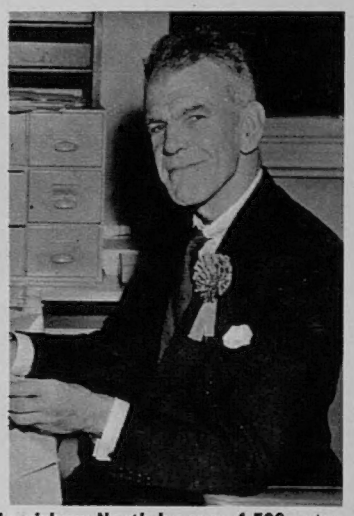
It is not too early to place your order now if you wish to make sure of catching the overseas mails. There are many pages in full colour, including a new reproduction of "Cherry Ripe," Millais' famous painting which had a sensational success when it was first published in 1880 in *The Graphic* (now incorporated in THE SPHERE); the Court life of the Sun King by William McLaren; colour photographs of the Royal Ballet and a charming Renoir. In black and white is a fine painting by Montague Dawson; articles by W. Macqueen-Pope and George Speaight; and the work of several well-known artists.

CONSERVATIVE VICTOR

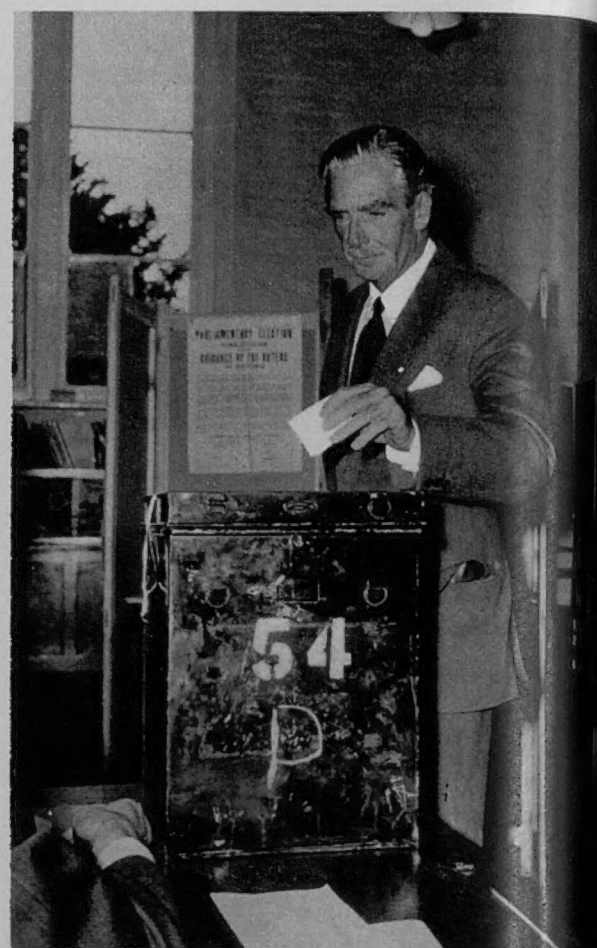
The Government Consolidates its Power at the General Election

THE FIRST RESULT: In Arch Hall, Billericay, Major Benyon-Hore, High Sheriff of Essex, announces that the Conservatives have retained Billericay. Background from left are Mr. E. Gardner, the successful Conservative candidate; Mr. P. Sheldon-Williams (Liberal), and Mrs. R. A. Smythe (Labour-Co-op.). Billericay was the first result announced after the polling. It was regarded beforehand in some quarters as a marginal seat.

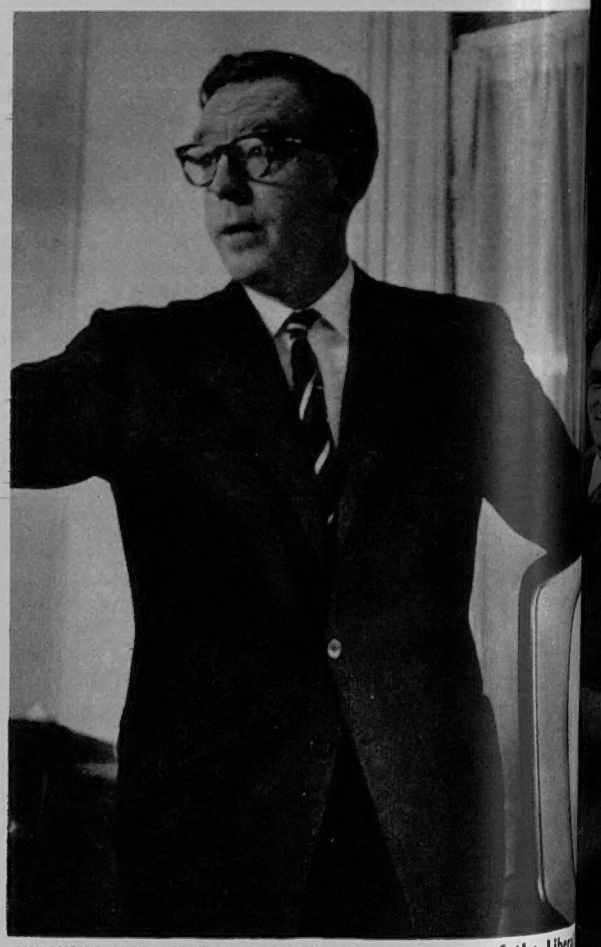


THREE CONSERVATIVE GAINS: *Left* is Mr. Christopher Chataway, who won at Lewisham North by over 4,500 votes. The Conservatives lost the seat in 1957 in a by-election. *Centre* is Mr. Geoffrey Johnson Smith, who beat Mrs. Jeger in a close fight at Holborn and St. Pancras South. *Right* is Mr. Charles Curran, who is the new Member for Uxbridge. All three new M.P.s are well known from their appearances on television.

ESCORTED BY THE POLICE: Miss Hornsby-Smith is cheered after her re-election at Chislehurst, in Kent. She increased her majority by nearly 3,000 in a three-cornered fight. In the last Government, Miss Hornsby-Smith was Parliamentary Secretary to the Ministry of Health. The new House has 25 women M.P.s.

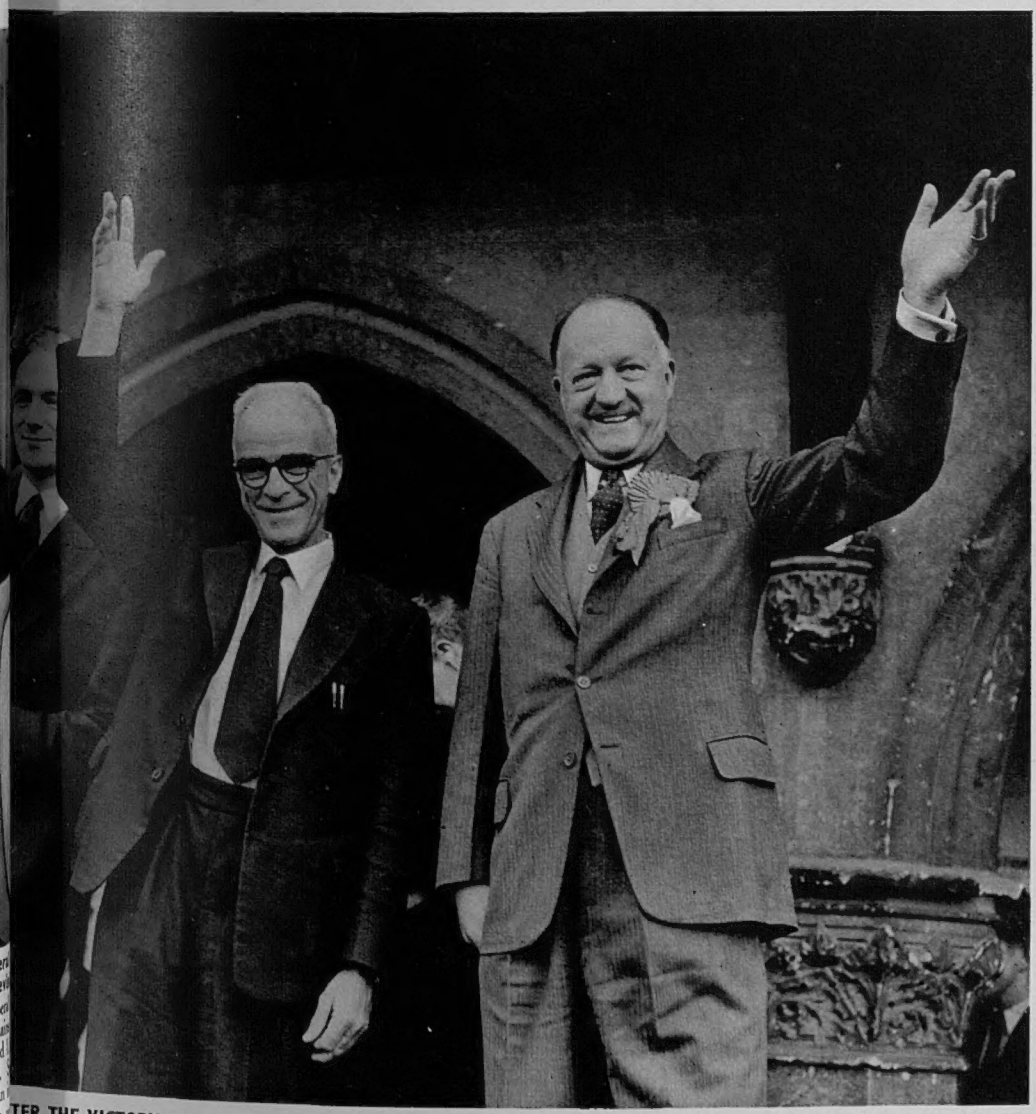


A FORMER PRIME MINISTER CASTS HIS VOTE: Sir Anthony Eden was leading the Conservatives at the General Election in casts his vote for the Conservative candidate in the village in Milton Lilbourne, in Wiltshire. Now writing his mem his long career in politics, he resigned at the beginning and was succeeded by Mr. Macmillan. In 1955 the Conser had a majority of fifty-nine; their overall majority is no



CHECKING THE LIBERAL RESULTS: The chairman of the Libera Campaign Committee, Mr. Frank Byers, stands by a televi in the Party headquarters in London. Although a Libera North Devon, Liberal representation in the new House remai since they lost Torrington, won in a by-election. They polled votes or 5.9 per cent. of the total; in 1955 they polled 722,395. after he had been returned for Orkney and Shetland with an majority, the Liberal leader, Mr. Grimond, appealed for a gressive movement in British politics. It seemed probable that constituencies the Liberals were attracting votes from the Labo

ORD HAILSHAM AT THE CONSERVATIVE HEADQUARTERS : The Chairman of the Party organisation and then Lord President of the Council looks pleased as the election results reach Smith Square, in London. He was put in charge of the Conservative Party machine two years ago. Last week-end there were rumours that he wanted to give up active participation in politics and return to the Bar. Lord Poole, who became deputy chairman two years ago, announced his intention to retire in order to devote more time to business.



TER THE VICTORY : *Left*—Outside Saffron Walden Town Hall Mr. Butler, Home Secretary in the last Government, acknowledges the cheers, with his opponents, the Rev. H. N. Horne (Labour) and Mr. D. Ridley (Liberal; extreme left). He was returned with an increased majority. *Right*—Accompanied by his wife, Mr. Iain Macleod is seen at the Conservative headquarters in London. Minister of Labour at the time of the Dissolution, Mr. Macleod was responsible for much of the planning of the Conservative election manifesto.

THE LABOUR PARTY IN DEFEAT

During the Election and at the Inquest

GLOOM AT TRANSPORT HOUSE: Mr. Hugh Gaitskell and Mr. Morgan Phillips sit at a Press conference at the Labour Party headquarters in London, on Friday of last week. In the new House of Commons the Labour Party will have 258 seats against 281 seats in the old House. At the Press conference Mr. Morgan Phillips said that he estimated that the Liberals had taken three Labour votes for every one Conservative. He was sure that Labour policy was right but that the Party had not done sufficient to convince people it was right. In a prepared statement, Mr. Gaitskell said: "We have suffered not a landslide nor a disaster, but a setback. We had hoped that we would gain forty or fifty seats. In fact, we have lost twenty-three, but the swing is very small. Only three people moving over in 200 has been enough to accomplish it. The losses are at the margin only. If a small swing away can cause this, so a small swing towards us could restore the position." Of the total of votes cast, the Labour Party received 12,216,166 against the Conservatives' 13,750,935. Of the total electorate, 78.7 per cent voted.

THE POLL AGAINST LABOUR AT DEVONPORT: On the announcement of her win, Miss Joan Vickers, Conservative-National Liberal, waves to the crowd from the steps of the Guildhall, Plymouth. Beside her is the Labour candidate, Mr. Michael Foot, over whom she had a majority of 6,454—increased from 100 at the 1955 election.

A LABOUR PERSONALITY RETURNED: Mrs. Bessie Braddock acknowledges the cheers of her supporters. In the Exchange Division of Liverpool, in a straight contest with Mr. T. Beattie-Edwards, Conservative, she polled 18,916 votes against her opponent's 11,945—a majority of 6,971. Her majority in the last election, in a three-sided fight, was 7,186.

On left—
AMONG THE WASHING: Mr. Hugh Gaitskell shakes hands with a constituent in his pre-election tour of the South Division of Leeds. The Labour Party leader was returned with a majority of 11,487 in a three-sided contest. In 1955 he had a majority of 12,016 in a straight contest with a Conservative.

World Affairs

After the Election—Into the New Era

By JOHN CONNELL

In the small hours of October 9, just after Mr. Hugh Gaitskell had conceded their electoral victory to the Conservatives, a television reporter asked him what he thought were the causes of the Labour Party's defeat. With that mixture of courtesy, courage and agreeable—if slightly fatigued—humour which won him the respect of even his sternest opponents, Mr. Gaitskell replied that, probably for the next three years, all kinds of people would be advancing explanations of what had happened, and that he was not, at that moment, going to begin the chorus. Others subsequently were less reticent and less dignified. It will, as Mr. Gaitskell foresaw, be a long time before the flood of explanations abates. There is, however, one fundamental proposition which deserves to be considered, and in the immediate aftermath of the Election it was being rather carefully evaded, by the defeated if not by the victors: this was a campaign fought and won on an issue of external policy, whatever domestic and internal side-issues arose during its course. At the very outset, immediately after he had asked the Queen for a dissolution, Mr. Macmillan said that it was essential that the country should decide who are to represent it in the forthcoming series of crucial international negotiations.

During the fourteen hours in which the polling booths were open on October 8, the British electorate gave their decision. I believe it to be the right decision. It is also, objectively considered, of the utmost historical importance. A vote which, on the surface, was in favour of no change, is bound to bring about, though not in precipitate, dangerous haste, a series of far-reaching changes, no less in Britain's relations with the outside world than in her domestic economy. Not only have the stale, flatulent doctrines of Socialism at home been given their quietus; there has also been a resolute rejection of the whole bundle of fallacies, fantasies and day-dreams which masqueraded for years as the Labour Party's foreign, Commonwealth and colonial policy. The sense of relief experienced by anyone who tries to think seriously and consistently on these matters is almost overwhelming. I suppose I could have borne—though certainly not without complaint—the renationalisation of steel and road haulage, or the putting into practice of Mr. Harold Wilson's quaint fiscal theories. I do not think I could have endured the ruin and havoc which a Labour Government would have wreaked, in next to no time, in the field of foreign affairs.

In the past three years Mr. Macmillan and Mr. Selwyn Lloyd have worked patiently and tenaciously to construct a framework of international relations, at once peaceful and stable, in which Britain can play her appropriate role. The electorate was offered the clear choice between, on the one hand endorsing this work and allowing it to go on, and on the other the rapid and total abdication by the British Government of any authority and any responsibility in international affairs. Some of the Socialist leaders talked airily about the intangible elements of moral leadership which they would bring into the diplomatic arena, but it was distressingly obvious that they had not the faintest conception of realism in these matters, and no knowledge of how, in practice, this leadership could be exercised.

This degree of incomprehension was glaringly revealed in a leading article published in *The New Statesman* on the Saturday immediately after the Election, but written before its result could be known. *The New Statesman*, by a coincidence, was addressing itself to the theme which I tackled in the same week—the likelihood that we are about to enter an era of peace. Its conclusion was of devastating simplicity. With a couple of side-kicks at de Gaulle for wanting France to remain France, and at Adenauer for wanting Germany similarly to preserve her identity, and omitting all reference to any views the British may have on their own future, it urged that the United States and the Soviet Union should forthwith jointly create a world authority. "The technical and moral demands of our age make it imperative that, if Washington and Moscow can agree, the rest of us had better accept the peace they choose to impose."

The value of this pronouncement is that it discloses the timidity and the masochism, the total defeatism and irresponsibility, behind the façade. These are the qualities which, in their own deep, mysterious and wise fashion, the electorate detected and rejected. Men who think and feel thus, in the deep recesses of their minds and hearts, whatever their formal platform protestations, are not—for the next few years at any rate—going to have the chance to conduct this nation's affairs or represent it in diplomatic negotiations. As Robert Mackenzie remarked, in the course of those strange, unforgettable hours when the results were tumbling in pell-mell, "This is the moment of truth."

Not altogether an easy or a comfortable truth, I admit. The difficulties, if not the physical dangers, of living in this new kind of world have now got to be faced; and though I very much hope so, I am not yet completely convinced that the physical dangers are permanently removed. So far as the Atlantic Alliance on one side and the Soviet Union and its satellites are concerned, the unique deterrent has been, and still is, effective. We are now fully cognisant of each other's capacity for mutual destruction on a scale never experienced before; and having endured (as I remarked last week) close on half a century of this kind of slaughterous rivalry, we have—as individuals and as communities—come to the conclusion that we want no more of it. I ventured to define this attitude as the perimeter of agreement. The questions surely that must be answered are these: how soon and how far can this perimeter be extended, and how effectively and how permanently can it be consolidated?

It is in the search for the answers to these questions that the role of the British Government must be crucial. It was Mr. Macmillan's achievement (and in the perspective of history it is likely to seem more and more important) to initiate the processes—within the present perimeter—of defrosting the Cold War and moving towards reconciliation and understanding. Much has happened since he took his first step; but it has happened not because he abandoned, but because he asserted, British responsibility, independence of judgment and initiative. He now has much more convincing evidence of national backing than he had ten days or a fortnight ago. To borrow and to put to a different use Mr. Aneurin Bevan's phrase, the Prime Minister and the Foreign Secretary will certainly not go naked to the conference table now, but clothed with a new, unchallengeable authority. They are the spokesmen of a silent, orderly revolution, which bore none of the outward trappings of a revolution; for all Mr. Macmillan's urbane and old-fashioned manner, his taste in clubs and waistcoats and his ducal connections, for all Mr. Selwyn Lloyd's appearance of sturdy, professional middle-class conformity, they are as much new men in a new era as de Gaulle, as Khrushchev, as the rejuvenated Eisenhower and the apparently indestructible Adenauer.

It is their capacity to think in terms of this new era, and their capacity and proved skill in its diplomatic tactics and techniques which have, in my view, contributed a great deal to the Conservative Party's victory. To listen to Mr. Bevan talking about international affairs is a frustrating and saddening exercise in political archæology, and it is obvious that he has even less comprehension of the matter and content of contemporary diplomatic discussions than he has of their manner. He is still fighting old, lost battles in a forgotten war.

MR. SELWYN LLOYD ON THE DAY AFTER THE ELECTION VICTORY: He calls at No. 10, Downing Street for consultations with Mr. Macmillan about Britain's future foreign policy. Mr. Lloyd became Foreign Secretary in 1955. Early this week as Mr. Macmillan was forming a new Government, it was confidently predicted that Mr. Lloyd would remain in the office where he has had such long experience.

The British Prime Minister and Foreign Secretary cannot engage in these romantic exercises to-day. They have to argue, educate and lead. The process of re-education of the world's leaders is protracted and laborious. Stalin went to his grave bitterly and fiercely clinging to the views on international relations which he had formulated thirty years earlier, and putting them stubbornly, slyly and bloodthirstily into practice. Mao Tse-tung appears at present to be in a not very dissimilar frame of mind, from which not all Mr. Khrushchev's manifold persuasive talents have been able to budge him. Mr. Nehru has belatedly and sadly admitted the facts of life, of which the late Mr. John Foster Dulles was granted only a few intermittent gleams. It may be mere chance—but it is a very felicitous chance—that the small group of men who will, in the next few months, attempt the final rocky climb to the summit are acclimatised to its atmosphere, and have positive ideas about what they will say and do. They have also, in the past few months, established contacts and cross-contacts with one another, and have considerable experience of the workings of one another's minds.

Mr. Khrushchev is no longer to Western statesmen an enigmatic Kremlin bogeyman. He is still a formidable and complex character, but he is not an unknown. He has been host and guest; he has joked, he has buffooned, he has worked and travelled; he has even sat listening attentively to a wise and timely homily delivered by President Eisenhower. To millions in the Western world as well as to those with whom he has negotiated and will negotiate again, he is not a mask but a man. This is a factor of the utmost importance. Little less significant is the personal and political relationship established between Dr. Adenauer and General de Gaulle—obstinate patriots both, but men who have moved with the times and have taken their respective peoples along with them. Under Mr. Macmillan's leadership there is little or no likelihood that Britain will either be edged or will flounce out of her connections with Western Europe, France and the Federal Republic in particular. This, I was certain, was one of the worst dangers of a Labour victory; and if it had coincided with a reanimation of the Labour Party's old, vindictive anti-American bias, it would have been calamitous. Apart altogether from the financial plight into which Mr. Harold Wilson's programme would instantly have plunged us, we would have been politically isolated—and isolated not in strength, but in appalling physical and moral weakness.

By their good sense at the polls the British people have prevented this disaster. The climbers can now go to the Summit; the assault party is complete. Sixteen years ago in Algiers three men came, out of misunderstanding and crossed purposes, to know and understand each other—Eisenhower, Macmillan, de Gaulle. An experience such as they shared then is deeply formative, and leaves its marks on the character for ever. It is strange and heartening that these three—and nobody would ever attribute to them total and permanent identity of aim—should now find themselves together, as the leaders of their three countries, addressing themselves to a new task in a new epoch. The nations are ceasing to tear each other to pieces; are we beginning at last to set about rebuilding an ordered, peaceful, free society after all these years of mutual destruction?

THE NEWS IN PICTURES

ACCORD BETWEEN MAKARIOS AND GRIVAS: The Archbishop shakes hands with the former Eoka leader at Rhodes. After meeting last week, they announced misunderstandings between them had been cleared away.

As overt evidence that the differences between them which had become increasingly bitter during the summer were settled, Archbishop Makarios and General Grivas publicly shook hands, embraced and kissed on the island of Rhodes last week-end. The meetings between the two men were held in private. To the Press they both declared all misunderstandings had been cleared away. General Grivas strongly denied that he had ever plotted against the Archbishop to overthrow his authority in Cyprus—allegations to this effect caused some vitriolic exchanges between them last month—and stated that he had no knowledge of any anti-Makarios plots on the island. The General claimed that a misunderstanding over British bases had arisen because he had not been shown details about them in the original London and Zurich Agreements. The Archbishop said General Grivas was now in agreement with his policy regarding the bases. Observers considered that Grivas might now devote his energies to the Greek mainland, where he has political ambitions, and leave Cyprus to proceed undisturbed in its evolution to independence, due in four months' time.

TO WORK TOGETHER FOR THE FUTURE OF CYPRUS: Archbishop Makarios and General Grivas pose for Press cameras on the island of Rhodes. Between them is Mr. Georghiades, the Minister of Communications in Cyprus. Talking about the differences which had arisen between himself and the General during the summer, the Archbishop said that his policy as regards British bases on Cyprus had been accepted by the former Eoka leader. On his side, the General declared there must be "undisturbed unity" among Greek Cypriots for the development of the island, which becomes independent next February.

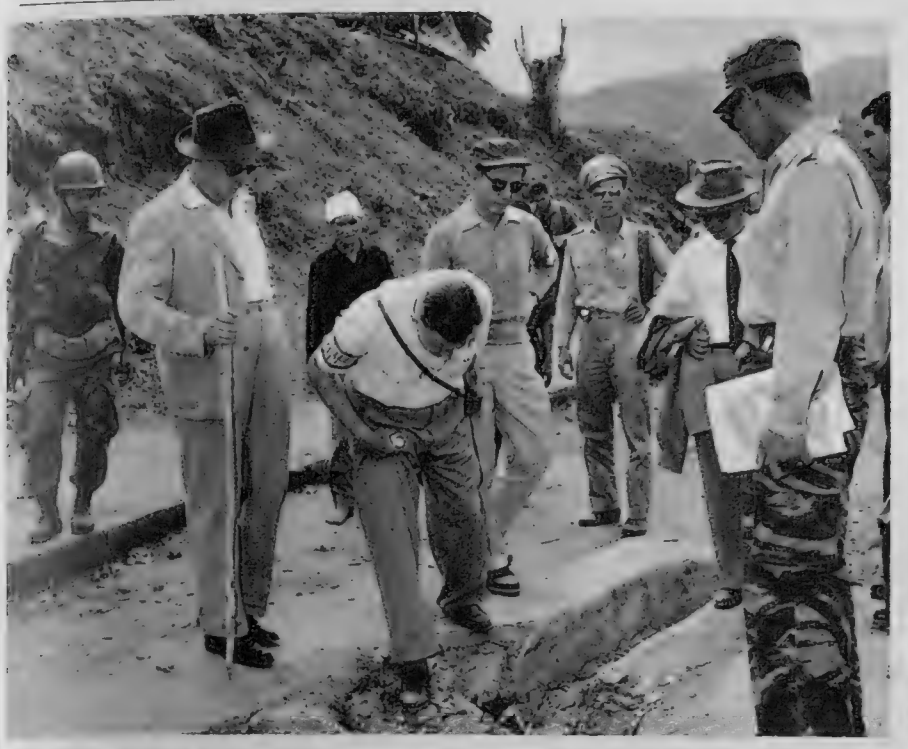
On left—

IN OPTIMISTIC MOOD: On his arrival at Rhodes, Archbishop Makarios talks to the Press. At the end of his talks with General Grivas, his optimism and confidence appeared justified. Observers believed he had gained many points to his advantage—including an undertaking from Grivas not to interfere in Cyprus affairs, at least temporarily.

IN THE SHADOW OF A HERO: Beneath the monument to Leonidas, at Thermopylæ, in Greece, Grivas addresses a gathering before setting out for Rhodes.

GREEK CYPRIOTS RALLY TO SHOW THEIR SUPPORT FOR THEIR ARCHBISHOP: A crowd with banners throngs the stadium in Nicosia for a rally of the Farmers' Union, and waits for an address from Archbishop Makarios before his departure for Rhodes. He assured his listeners their interests would be cared for in the new Republic of Cyprus.

THE NEWS IN PICTURES



COLLECTING EVIDENCE IN LAOS: Members of the United Nations fact-finding sub-committee inspect mortar damage at Sam Teu, near Sam Neua. The team made a three-day tour of the northern province. Captured weapons were examined and sixteen Laotian prisoners, said to be members of the Communist Pathet Lao forces, were interviewed. After the tour, the team left for the royal city of Luang Prabang for what was described as a "military briefing." It was stated that the presentation of Viet Minh prisoners to the sub-committee was postponed indefinitely because they did not constitute any definite proof of aggression.

On right—

STOLEN PAINTINGS FOUND IN A GARAGE: In Toronto, Mr. Baldwin, director of the city's art gallery, inspects Rubens' "Elevation of the Cross" for damage. The painting and five other Old Masters were stolen three weeks before. An anonymous telephone call tipped off the police, who found the pictures, wrapped in heavy white paper, in a garage. No arrests were made. The paintings, which were insured for about £226,000, suffered superficial damage. They are two Rembrandts, two Franz Hals, a Rubens and a Renoir.

IN THE KENYA CAMPS: During a ceremony at the rehabilitation camp at Kwaisagat, members of the anti-European religious cult Dini ya Maamba renounce their oaths, holding an arrow high in the air. The men, members of the isolated Suk tribe, who owed their allegiance to the cult otherwise known as "The Religion of the Spirit," had caused trouble at various periods in the last fifteen years. There were disturbances at the Manyani Mau Mau detention camp in Kenya last week. It was understood that several of the men involved were from Hola camp.

On left—

THE DEATH OF AN AUTHORITY ON ITALIAN ART: Mr. Bernard Berenson died in Florence on Wednesday of last week at the age of ninety-four. He was recognised as the world's leading authority on Italian art. Born in Lithuania, he went at an early age to the United States, where he spent a year at the Boston Latin School and at Boston University before going to Harvard. After two years of further study in Oxford, Berlin and Paris, he abandoned his first interest of literature to study pictorial art. He settled in Florence in 1900 and had lived there, with occasional trips abroad, ever since. Probably his most important book is *The Italian Painters of the Renaissance.*

THE AMERICAN STEEL STRIKE: From the left are Mr. Avery Adams, chairman of Jones and Loughlin Steel Corporation; Mr. David McDonald, President of the United Steelworkers; Mr. Roger Blough, chairman of the U.S. Steel Corporation, and Mr. I. W. Abel, the secretary and treasurer of the United Steelworkers. The meeting of the union and industry chiefs, which came after the union had rejected pay increase proposals by the industry's negotiating officials, failed and it was expected that the next step would be Government intervention. The steel strike has put about 200,000 people in other industries out of work. Wage losses for the strikers, who number approximately 500,000, and others laid off amounted to about £283,000,000 and were increasing by about £29,000,000 a week.

U.S. DOCK STRIKERS ORDERED BACK TO WORK: At a meeting in Washington are, from left: Mr. Alex Chopin, chairman of the New York Shipping Association; Mr. Guy Farmer, chairman of the Federal fact-finding board; and Mr. Louis Waldman, a member of the council of the International Longshoremen's Association. The fact-finding board, after the meeting, issued a report stating that the strike of dockers at U.S. East Coast ports was interfering with the delivery of food and fuel to 22,000,000 people. Under the Taft-Hartley Labour Act the 85,000 dockers were ordered to return to work for eighty days while negotiations were continued.

THE NEWS IN PICTURES

ROUND-UP OF RECRUITS FOR THE ARMY OF PERSIA: Young men are questioned by a military patrol in a street in Teheran. In the lorry are other youths who are being taken to a barracks to be questioned concerning their liability for military service. Under the Persian law, all males between the ages of eighteen and twenty-one are subject to conscription for a period of two years. The annual call-up is usually in the autumn. The number of age groups conscripted depends on barrack facilities and other military requirements. In the weeks after the call-up date military and police patrol the towns and villages and question those who appear to be of the ages required for the conscript groups. Any young man who cannot produce evidence of exemption or of having already reported for duty is escorted to the military authorities and will very probably soon find himself in uniform.

AN UNWILLING CONSCRIPT: Under suspicion of attempting to evade military service the young man on the right is almost in tears as he answers questions at a barracks in Teheran. The Persian Army of 130,000 is mainly conscript.

On right—

SOVIET DIPLOMATIC RELATIONS WITH NEPAL: Mr. E. Zabrodin is welcomed with the traditional garlands on his arrival at the airport of Katmandu to become the first Soviet Ambassador to the Nepalese kingdom.

RUSSIAN PARTICIPATION IN THE JEWISH NEW YEAR CELEBRATIONS: Mr. Mikhail Bodrov, Soviet Ambassador to Israel, walks past a guard of honour of a female unit of the Israeli Army as he leaves the President's official residence in Jerusalem. As Dean of the Diplomatic Corps, the Ambassador had called on President Ben Zvi to present New Year greetings on behalf of the diplomatic representatives in Israel. The Jewish year 5720 began on October 3. Many observers hoped that Mr. Bodrov's official participation in the ceremonies could be taken as an augury that the relations between Israel and the Soviet Union would improve in the next year.

A SPEECH BY MR. NEHRU ON INDIA'S ECONOMIC DEVELOPMENT: The Indian Prime Minister speaks on the country's economic situation at a meeting of the Congress Party Working Committee in Chandigarh, in Punjab. On left is his daughter, Mrs. Indira Gandhi, the President of the Party. Behind the platform is a picture of the Bhakra dam in Punjab, which Mr. Nehru described as "a symbol of India's progress." The Congress authorities also discussed the Sino-Indian frontier dispute. India's views were outlined in a strong letter from Mr. Nehru to Chou En-lai, the Chinese Prime Minister, last week.

THE NINETIETH ANNIVERSARY OF THE BIRTH OF GANDHI: Dr. Rajendra Prasad, the President of India, scatters flowers at the spot in New Delhi where the body of the great Mahatma was cremated at his funeral after his assassination in January 1948. Plans have now been completed for the erection of a memorial here. Mohandas Karamchand Gandhi, the creator of modern India, was born at Porbandar, Kathiawar, on October 2, 1869. As a young man he studied law in London. He organised his first non-violent campaigns in South Africa before the turn of the century. India was the scene of his historic activities from 1914 until his death

AT THE 1959 TASTING OF FRENCH WINES: Mr. Guy Prince (centre), Chairman of J. L. P. Lebègue and Co. Ltd., introduces the Lord Mayor of London, Sir Harold Gillett, to M. Pierre Ginestet, of Château Margaux, during the annual tasting in the company's cellars in London.

On right—

IN THE CELLARS: Mr. and Mrs. Nubar Gulbenkian examine one of the many wines displayed on the first day of the Lebègue Wine Week.

AN ANNUAL OCCASION IN CANDLE-LIT CELLARS: A general view of the scene in the London cellars of J. L. P. Lebègue and Co. Ltd., during the annual tasting of French wines. The tasting takes place on several days and is attended each year by many hundreds of guests, including French growers, distinguished connoisseurs, members of the wine trade and prominent personalities. This year there were more than 170 specimens for tasting and as usual they were grouped in districts and vintages, ranging from vins ordinaires to the finest wines of France, and displayed in rows on long tables. At the far end of the cellars the guests were served with luncheon, accompanied by first-class wines, several of them bottled at their respective Châteaux.

On left—

FIRE ON SOUTHEND PIER: Smoke billows from the shore-end pavilion, which caught fire in the late afternoon of Wednesday last week. Breaking out in a cloakroom underneath the pavilion, the blaze spread until the whole building, which seats 1,000 people, was on fire. About 500 people who had been spending the afternoon on the pier were cut off by the outbreak, but no one was seriously injured. The main decks of the pier were not affected and the blaze was brought under control in 90 minutes. An official stated that the damage was not as serious as was at first thought; a new pavilion would probably be needed.

DEPARTURE FOR THE ANTARCTIC: Sir Vivian Fuchs (left) talks with Mr. A. Davies, a medical officer, at Southampton. Sir Vivian was bidding farewell to a party of thirteen scientists, including Mr. Davies, travelling to the southern Polar regions on board the Royal research ship *Shackleton*. The *Shackleton* returns to this country in May, but the scientific group will remain in the Antarctic for two winters. Sir Vivian Fuchs intends to join them in January, remaining for about four months. It is hoped that the Stonington Island base, vacated last year because of bad ice conditions, will be reclaimed.

A HIMALAYAN CLIMBER SHOWS HIS INTEREST IN EXPLORING BELOW THE GROUND: Sir John Hunt, leader of the British Commonwealth Expedition of 1953, which succeeded in conquering Mount Everest, examines a pot-holer's helmet at the Brecon Beacons National Parks Exhibition in London, which he had just opened. On right is Mr. J. J. Clark, Chairman of the Youth Hostels Association (England and Wales), in whose London headquarters the exhibition, dealing with many activities including speleology and climbing, is open to the public until October 24. Sir John Hunt is a Vice-President of the Association.

TYPHOO DISASTE IN JAPAN

Devastation in Nagoya Rescue Operations

Typhoon "Vera," which s Japan on September 26 27, left in its wake more d and destruction than has h country since the war in Pacific. Over 4,000 people killed, with a further 1,000 m The injured totalled almost 1 About 1,500,000 people were h less and about the same nu lost all or part of their pro Houses destroyed or seve damaged amounted to over 10 with four times that nu flooded. The Government given a rough estimate £50,000,000 losses to agricu and £20,000,000 to public wor

The worst-hit area was the b city of Nagoya and its surrou districts on Honshu Island. city has a population of a 2,000,000; after the typhoon the roofs of 30,000 of its h showed above water. Many factories were flooded and thought that it will be several w before most of them beg operate again.

The almost complete des tion of communications in worst-affected districts led delay in the start of rescue relief operations. Four days the typhoon these were proce day and night. The Japanese defence forces were helped 74 ships, including 10 dest and the U.S. aircraft-carrier *sarge*, and 47 helicopters available nurses and doctors at work because of the fea epidemics. Granting an imm £4,000,000 for relief and r work, the Japanese Governm to meet shortly to provide for the huge task of reconstru

On left—

CATASTROPHE IN JAPAN: An air looks down on the flo shattered city of Nagoya fro helicopter bringing relief plies. More than 4,000 p were killed in the typhoon, struck Japan three weeks ago 1,500,000 people were hom

RESCUE OPERATIONS: Victims of the typhoon rush to an A Nagoya. *Left*—A U.S. Navy helicopter lands to help s waters. Altogether forty-seven American and Japanese he

AFTERMATH OF THE TYPHOON: Muddy floodwater, with driftwood floating on it, surrounds houses in the city of Nagoya. The industrial city of 2,000,000 people bore the brunt of the typhoon. It was reported that a week afterwards one-third of the city was still inundated. Included in the devastated area was the industrial centre round Nagoya harbour.

...elicopter at the village of Toshiyama, outside ...n the right is driftwood left by the subsiding flood-...ook part in extensive relief and rescue operations.

On left—

SHELTER FOR NAGOYA SURVIVORS: Boats and makeshift rafts, carrying supplies and survivors, cross the yard of a school which is being used as an emergency shelter for the homeless. A week after the disaster struck, thousands of people were still marooned by the floodwater, which was waist deep in some places and at rooftop level in others.

FLAGS IN BERLIN

Celebrations in the East Sector; Incidents on the Railway

A nice point of territorial rights arose from incidents during the celebrations of the tenth anniversary of the German Democratic Republic (East Germany). While mass meetings were being held in the East Sector of Berlin, East German flags were hoisted at a number of stations on the S-Bahn (the overhead railway system) in the West Sector. The colours of West and East Germany are the same—black, red, gold—but the East flag has recently had the symbol of a hammer and dividers imposed on it. West Berlin police went to the stations to remove the flags and there were clashes with Communist railway workers in which two policemen were seriously hurt.

The East German Railway Board manages the S-Bahn and claims that the stations in Western Berlin are East German property. Therefore, it was maintained, the East flags could properly be flown at them. The West view was that the Eastern authorities had hoisted the flags as a propaganda measure to aggravate the Berlin situation. The matter was referred to the Western military Commandants in Berlin. The Commandants sent a note to the Soviet Commandant.

THE EAST GERMAN COMMUNIST LEADER EXPRESSES HIS VIEWS: Herr Ulbricht speaks at the anniversary in East Berlin. Seated on the right are Herr Grotewohl (wearing spectacles), East German Prime Minister, and Mr. Kozlov, Soviet Deputy Premier.

ANNIVERSARY RALLY: Marx-Engels Square, in East Berlin, is packed by a large crowd attending a mass meeting to mark the tenth anniversary of the foundation of the Democratic Republic of the East Germans.

On left—
IN THE WRONG SECTOR: West Berlin police remove an East German flag which had been hoisted at a station on the overhead railway in West Berlin. East Berliners claimed the right to fly the flag there as they are responsible for running the railway.

RIVAL COLOURS: In the foreground the East German flag flies in the East Sector. In left background the West German flag flies in the West Sector. *On right*—West Berlin police take away an East German flag from a station of the overhead railway.

ON THE WATERS OF THE NILE: Fishing boats are moored near Roda Island, on which is the cone-shaped Nilometer. This has been used to measure the height of flood waters since A.D. 715. Last week, there were reports that the Nile was continuing to rise and was already higher than it had been for some years. Egyptian villages on the banks had been cut off and boats were being used to carry supplies.

Pact on The Nile

As the Waters Rose Discussions Started on the Use of the Aswan High Dam

Last week there were reports from Egypt that the waters of the Nile were higher than they had been for some years and were still rising. At the same time negotiations began in Cairo between the U.A.R. and Sudan on the distribution of water to be gained by the building of the Aswan High Dam. Water from the 4,160-mile-long river has for centuries supplied both countries with the means of growing crops in otherwise arid areas.

The last Nile Waters agreement was negotiated by Great Britain and Egypt in 1929, at the time when Britain was Egypt's partner in the Sudan Condominium, as well as the administrator of the territories containing the lakes from which the White Nile flows. By this agreement Sudan gets less than a tenth of the water Egypt gets; since the country's expanding economy and growing population depends to a large extent on the Nile, it would like a larger share of the floodwaters which will be saved by building the Aswan High Dam.

Work on the dam, using the Russian loan of £33,000,000 and technical assistance, is due to start soon. At present the Nile's annual flow past Aswan is calculated at over 100,000,000,000 cub. yards, of which over a third is lost into the Mediterranean during flooding. This proportion will be saved—the Sudanese Prime Minister, General Abboud, arrived in Cairo, after negotiations, to sign an agreement on its distribution.

ON THE FLOOD WATER: Lateen-sailed feluccas beat upstream against the current past houseboats moored on the banks of a Nile tributary. *Left*—Villagers from the outskirts of Cairo are conveyed by ferry to their homes on the distant bank.

CHINA GOES AHEAD

The World's Largest Population Plans its Fu

PATTERN OF COTTON FIELDS: Peasants bring cartloads of fertiliser to the fields of a Commune near Ankwo, in Hopeh Province, which is one of the major cotton-growing centres in China. The People's Communes were formed throughout the country in 1958 by the grouping together of co-operatives to combine agricultural, industrial, administrative and military functions.

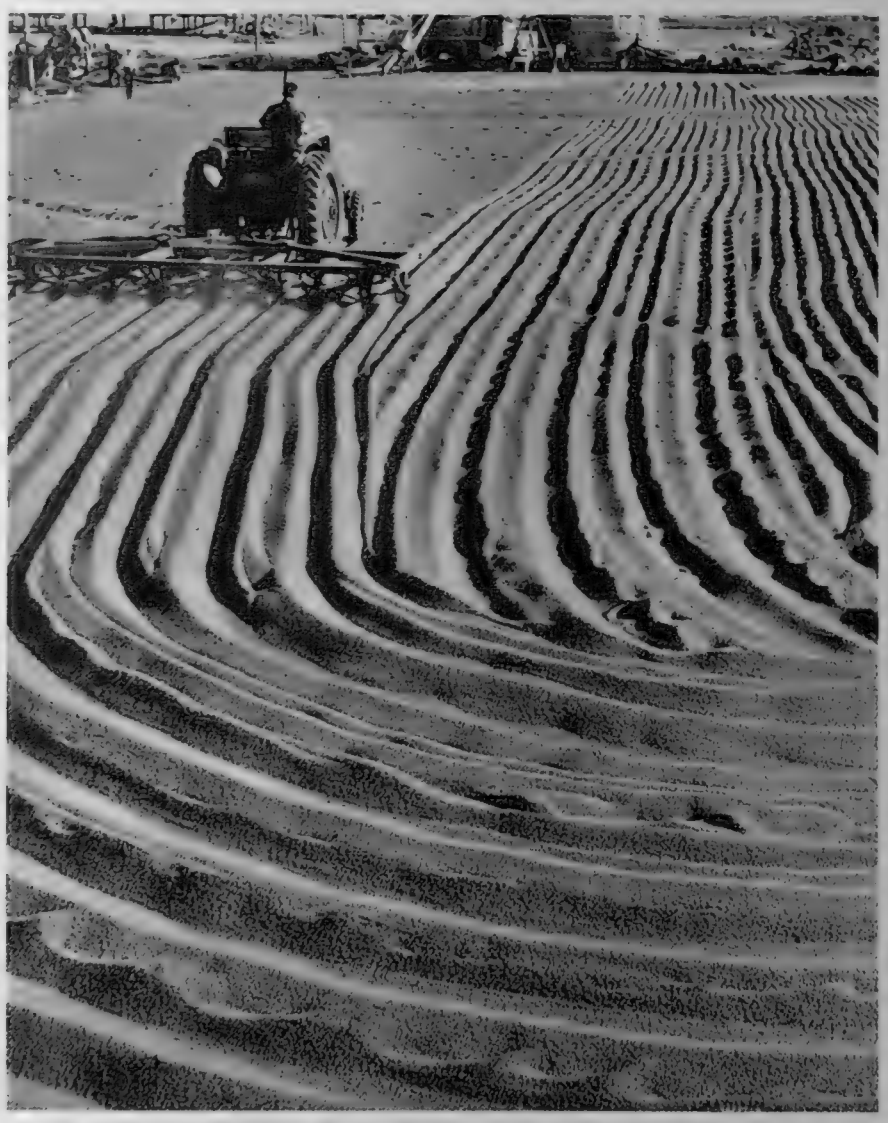
A SUGAR CROP: Boats are paddled among the c grown by the Taliang People's Commune in Fa County, in Kwangtung, which is in the far s

China, which has recently celebrated the tenth anniversary of the foundation of the People's Republic, is the world's No. 1 problem. Refused admission to the United Nations and recognised diplomatically by only a certain number of non-Communist nations—Britain is among them—this vast land mass of Eastern Asia contains approximately one quarter of all mankind. According to authoritative estimates the present Chinese population of 650,000,000 will be doubled in twenty-five years.

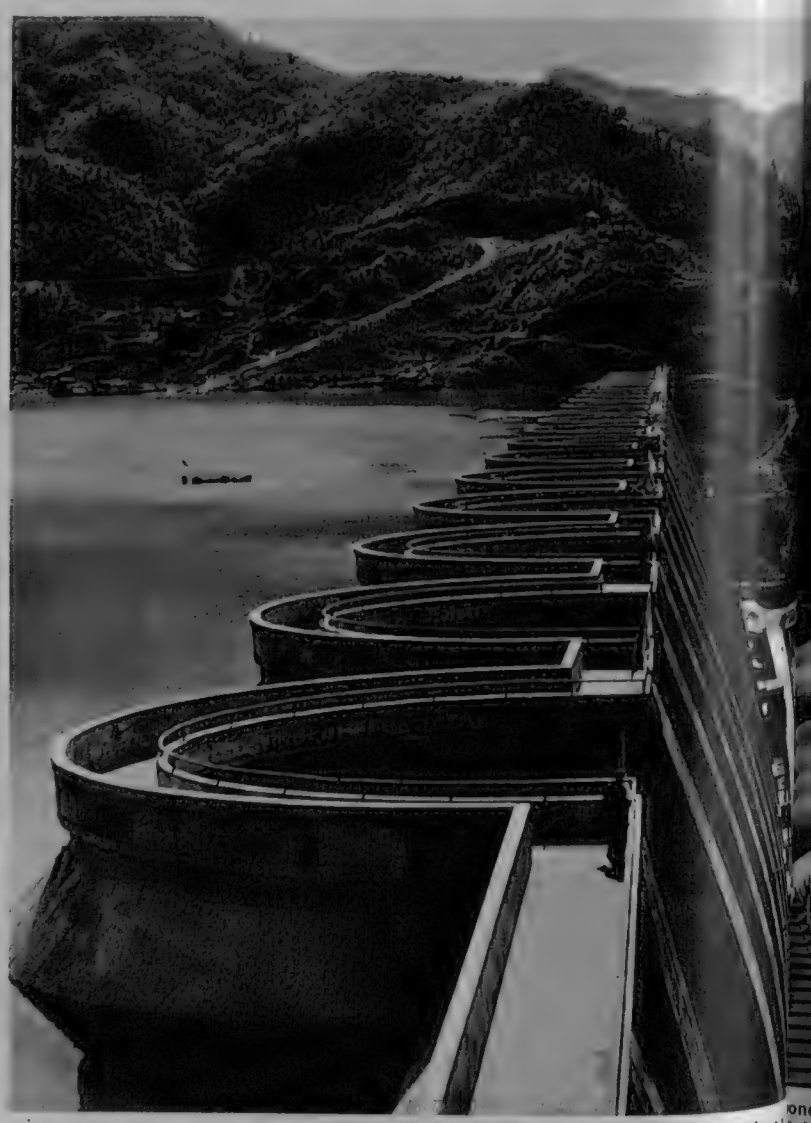
With such fantastic resources of manpower under the control of a ruthless Communist dictatorship, Chinese claims of great strides being made in the development of the country, economically, industrially and agriculturally, cannot possibly be dismissed as idle boasts. China aims at becoming a modern state in the shortest possible time and present indications are that she will achieve her object.

Last year a radical reorganisation of the population was announced for the purpose of speeding up the nation's development. The already existing agricultural co-operatives were formed into groups known as People's Communes. They were to combine agrarian with industrial, administrative and military functions. Lavish claims were soon being made for their efficiency, but late last year it seemed that this form of forced labour—or so it must appear to Western European eyes—was not w smoothly. The Central Committee of the Chinese C munist Party postponed the organisation of the Comm in towns. Reliable information from China is scar to-day the rural Communes are certainly still expanded though the system may be undergoing a of modification.

During the past summer there have been repo harvest failure in some of the south-west Provinces a Pekin the authorities have admitted that original figures for agriculture and industry were too high.



AID FROM THE SOVIET UNION: Threshed wheat is dried at the State Friendship Farm in Heilungkiang Province, near the northern border with Russia. The farm is a gift from the people of the Soviet Union and Russian experts have given advice on its working.



ELECTRIC POWER FROM THE WATERS OF THE HUAI RIVER: A gigantic dam encloses Hydro-electric projects are also under construction on the Yangtze-kiang, acros In industry the Chinese are turning out a great variety of modern products,

THE TERRACED FIELDS OF A COMMUNE IN SOUTH-WEST CHINA: The land in Kweichow has been laid out with a view to achieving maximum production from the soil. A Commune usually consists of from 10,000 to 40,000 people. Some are reported to be very considerably larger. The scheme for the reorganisation of the vast population of China was approved by the Communist party authorities last year. However, in December the Communists announced that the formation of Communes in the towns was being temporarily postponed.

such setbacks are unlikely to halt progress in a country where the masses have been accustomed to regimentation for centuries. Work goes ahead on innumerable industrial, engineering and agricultural projects. The waters of rivers are being harnessed, factories turn out cars, jet aircraft and electronic equipment. A first atomic reactor and cyclotron have been completed. Russian technical aid has been considerable and up to now this fact has possibly been a bargaining point for Mr. Khrushchev in his dealings with Mao Tse-tung, who, although he has retired from the Presidency, is still the real power in the land. But there is reason to suppose that the Chinese are now looking forward to a time when they can manage for themselves, without any outside help.

The Soviet Premier and the Secretary-General of the Chinese Communist Party may have certain traits in common. They both dislike Tito and they both, when the occasion suits them, employ scriptural terms, Christian in one case, Confucian in the other, to preach their particular types of Communism. Against this Mr. Khrushchev has been heard to refer to Mao's Communes as "reactionary" and there is their dispute on who is the source of true Marxism. Russia, too, must share the rest of the world's alarm at developments in China.

There is not only the vastly increasing population—birth control propaganda was stopped a year ago—linked to the rapidly expanding modernised economy. There is also the psychological conditioning of the younger generations as willing servants of the bosses in Pekin. Parents in the Communes—mothers as well as fathers—are needed for labour. The State "cares for" the children. This kindly phrase conceals a vast organisation of State-controlled and highly disciplined youth groups and associations. The citizens of the future being moulded by this training may be even more of a problem in years to come than China is to-day.

one of many which has been built along the river. Wuhan, a mile-long bridge has recently been finished. aircraft, and they have at least one atomic reactor.

FOOD FOR THE EVER-INCREASING MILLIONS: Cuttle fish are drying above a port in the Choushan archipelago. The population of China is currently estimated at 650,000,000, or a quarter of the inhabitants of the globe. Experts forecast that if the present annual birthrate is maintained the Chinese will double their enormous population within the next twenty-five years.

ALFRED'S TOWER A FOLLY

A Visit to the Famous Landmark on the Somerset and Wiltshire Border; Other Follies in the South of England

By BRIAN VESEY-FITZGERALD

JUST where the high chalk boss of Wiltshire falls steeply into Somerset, on the very lip of Kingsettle Hill and 854 ft. above sea-level, stands Alfred's Tower, itself 160 ft. high. It is a landmark for many miles around and for years, many years, before I actually visited it I had been aware of it, catching, especially on clear winter mornings, glimpses of it from afar. I came to know it well. I would catch a glimpse of it above the trees of its wooded ridge from some distant part of Somerset or Dorset, and would say " Oh, there 's Alfred's Tower," much as one might say " Oh, there 's So-and-So," catching sight of an old friend across the street.

I always meant to pay a special visit to Alfred's Tower, just to cement the acquaintance. Yet the first time I did so it was by accident. I was walking across England, following an ancient track, sleeping rough and earning my living by doing odd jobs along the way. I knew that the route passed near by Alfred's Tower, for I had studied the maps pretty closely before setting out from Dover, but I had forgotten all about it by the time I came to it, and finding it there, in the evening light, took me completely by surprise. It is not the sort of thing you expect to find, standing all by itself, in deep country.

STOURHEAD, IN WILTSHIRE: In the gardens can be seen one of the three classical temples. There are also a grotto and a rustic cottage on the Stourhead estate.

ALFRED'S TOWER: A landmark for many miles around, the massive triangular building of red brick, on the Somerset/Wiltshire border, is 160 ft. high. The Tower is said to contain a million bricks.

It is a massive triangular building of rich, dark red brick, set on a base, and with buttresses, of warm stone. (I do not know, but I expect that the stone came from Chilmark.) There are castellated battlements and three rounded angle turrets, one of them carried a little higher than the others to contain the stairs to the top platform. The Tower is said to contain more than a million bricks: and I can well believe it. It must have created quite a stir in the countryside while it was being built (that was in 1772), for the bricks were brought from Hilcombe, which is at the foot of the very steep hill and some distance away, on pack donkeys. There must have been an army of them, and there must have been a great bustle in that very thinly-populated countryside. We know that the building of the Tower was regarded as a great wonder for miles around, for Parson Woodforde watched it all through his spyglass and recorded it in his delightful diary.

I spent the night of my first official visit inside Alfred's Tower. I should like to be able to say that I slept the night; but once inside, the structure did not seem nearly so solid and massive as when viewed from outside. It was a roughish night, but the interior of the Tower was dry and warm enough and was not particularly draughty: it was simply too noisy for anything but fitful sleep. The wind seemed to find every crack in the brickwork; and there must have been hundreds. Each crack played a different tune, and every now and again all the different little winds seemed to gather themselves together in a flock and then rush upwards and out through the opening at the top, making as they did so a reverberation like thunder. This did not happen at set intervals. One can soon get accustomed to regular sounds, no matter how loud—one does not notice a clock in a bedroom, even one that chimes the quarters. It is the irregular sounds that matter. I found myself lying awake and waiting and waiting for the next gathering and upward rush.

But had there been no wind I doubt if I should have had a sleepful night, for I had company inside the Tower: an owl. He had a roost somewhere up at the top. He spent a good deal of the early part of the night hooting, and the sound would sometimes get caught up inside the Tower and echo round and round and round. I came to the conclusion that that owl enjoyed the orchestral effects, and deliberately hooted down into the Tower. The rest of the night, and for perhaps half-an-hour after dawn, he hunted; and this meant a lot of flights in and out, and a lot of scuffling every time.

But being robbed of sleep had its compensations. About 3 a.m. a fox walked in. I saw him clearly outlined in the doorway. He stood there for a moment, looking in. But he did not see me tucked up against one of the walls, came right in, snuffed about for a moment or two (I think he may have found picnic scraps in there on previous occasions) and then trotted away. The stench of fox filled the Tower for minutes after he had gone.

I have twice smelt fox at close quarters in the open. Once when I was sleeping in the shelter of a hedgerow in Gloucestershire (I never used a tent on these expeditions, being unable to see the point in sleeping out, if you immediately shut yourself in), a fox stepped over me carefully, without touching me at all, and on that occasion, too, the stench lingered on the air for what seemed minutes. These two experiences have severely diminished my respect for the foxhound. I know that the foxhound has a good deal to put up with in the way of petrol and diesel fumes, fertilisers, tar, and what not, but it seems inexcusable to me for a hound with a boasted sense of smell to lose contact with so powerful a scent: certainly for a whole pack of them to do so.

In the morning I climbed the staircase to the top platform. The staircase was not in good condition, and it was a stiff climb. But how very well worthwhile! From the top, where you are more than a thousand feet above sea-level, you get magnificent distant views over Dorset, Somerset and Wiltshire. I do not know how far you can see; much would, obviously, depend upon the day. I have been assured that on a good day you can see into Devon and the mountains of Wales, but I doubt if my eyesight was ever quite as good as all that. There can, however, be no doubt at all that you can get, from the top of Alfred's Tower, as good a distant view as is to be found anywhere in the South of England. Or rather, you could until quite recently. Unfortunately, you can no longer climb the staircase: it has been pronounced unsafe.

Why was Alfred's Tower built? Dr. Pevsner, in his North Somerset volume in *The Buildings of England* series, says that it was erected " to commemorate the victory of King Alfred in 879, which established the boundary of Saxons and Britons." But this, surely, is wholly inaccurate historically? It does not, in any case, agree with the contemporary inscription on the plate above the doorway and just beneath the not-very-good statue of King Alfred, which reads: " King Alfred. A.D. 879. On this summit erected his standard against the Danish invaders. To him we owe the origin of Juries, the establishment of a Militia and the creation of a Naval Force. Alfred, the light of a benighted age, was a philosopher and a Christian; the father of his people, and the founder of the English Monarchy and liberty." The treaty of Wedmore was signed in 878, so this is not very accurate either. But I do not think that small inaccuracies like this matter, for I do not believe that the Tower was built to commemorate any event at all.

I believe that the Tower was built just because Henry Hoare wanted to see that view: and because he liked building things. Henry Hoare the Younger was the maker of Stourhead—Alfred's Tower, though 15 yards over the Somerset border, is on the Stourhead estate—and you have only to walk round that wonderful garden to realise that he was very keen on views and on buildings. There are three graceful classical temples at Stourhead, and a Grotto and a Rustic Cottage: and all help towards " one of the most picturesque scenes in the world," as Horace Walpole put it. I think that Henry Hoare built the Tower when there was no more room in Stourhead.

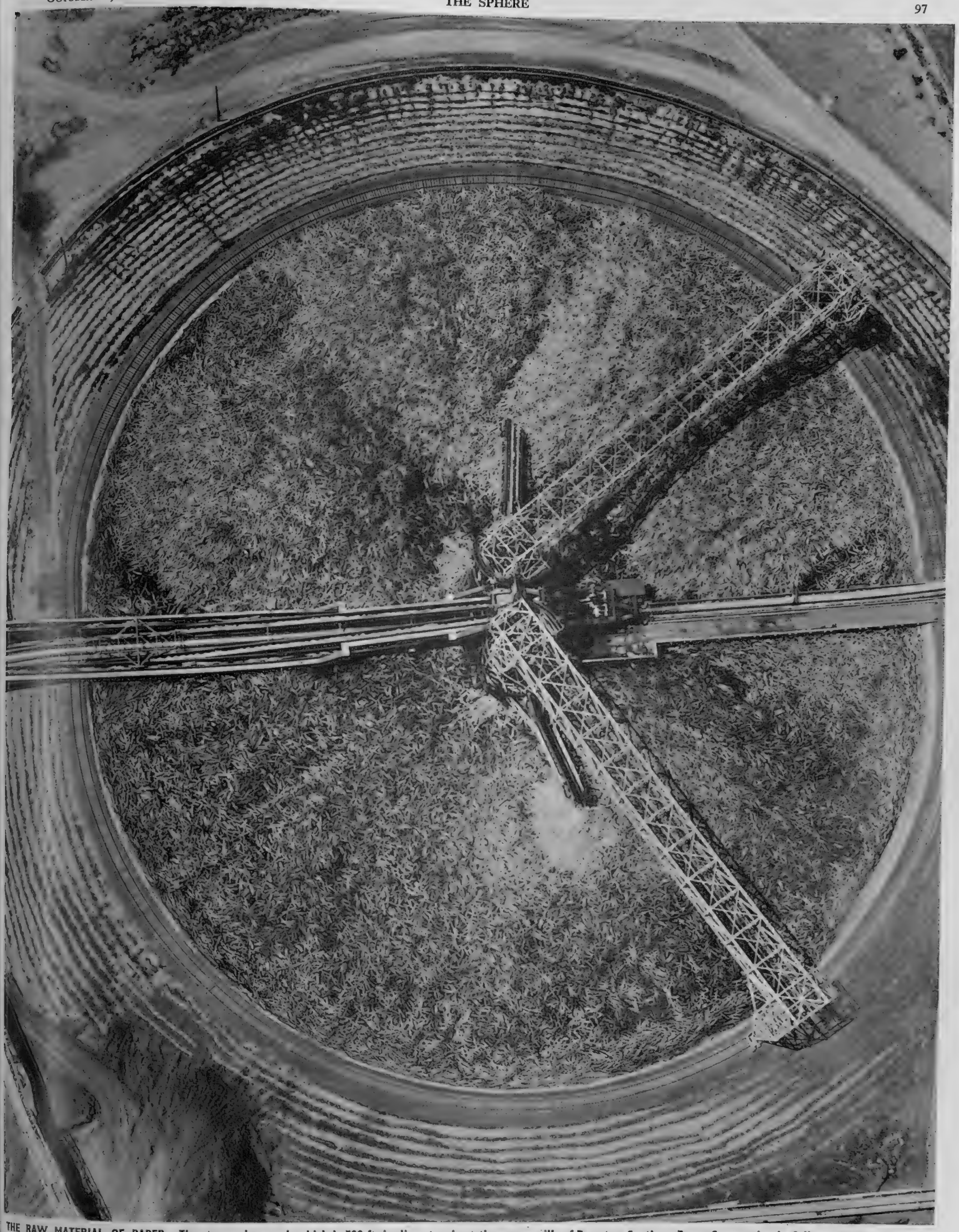
It is a Folly. So, I suppose, are all the temples and the rest in the garden: that is, if you take a Folly to be a building which is not definitely utilitarian. I have never seen a really satisfactory definition of a Folly, and I suppose that, in fact, no firm definition is possible. So much must depend upon individual taste and feeling. But I do not like the utilitarian definition, for that would mean that most decoration of building would constitute a Folly. The magnificent church towers of Somerset would be Follies, for example. Basically all the garden architecture — all the arbours, arches, gazebos, mausoleums, ruins and temples dotted about our landscape gardens—are Follies; but sometimes, as at Stourhead, they do perform a useful purpose in holding the eye and enhancing the view. When they do they cease to be Follies, I suppose.

But there cannot be any doubt about Alfred's Tower. This is a *folie de grandeur*, and a true Folly. The inscription was an excuse; Alfred and the event could well have been commemorated by something much smaller and more dignified. As was the view, since I doubt if Henry Hoare climbed that 160 ft. very often. But the million bricks, the donkeys, the men, the wonder of the countryside: all that would be remembered. I suppose that that is very unkind: and I do, as a matter of fact, believe that only such motives lie at the root of all Follies.

There is a natural human urge to perpetuate oneself through a personal memorial or to do so by raising a monument to national grandeur or to some cult or other, or just by building something a little *outré*. There are any number of Follies of that sort in Britain. But behind all such Follies there is surely a desire to show off; a spirit of " I 'll show 'em."

The excuses for some Follies are trivial in the extreme. Fuller built a spire on the Downs because he had boasted that he could see Dallington spire from his dining-room windows and found that he could not; St. John built a hollow porched obelisk on Farley Mount because his horse had jumped into a chalk pit (the horse was not killed, by the way); Freston Tower was built for the education of the squire's daughter, who was to learn a different subject on each storey, astronomy appropriately enough on the highest; and so on. So trivial are the reasons that it is evident that any excuse would serve. It was the sense of achievement, the determination to be different, to show off, that really mattered.

The great outburst of Folly building is associated with the Romantic movement, which was also an age of eccentricity. We may be grateful for it, for we are the richer for the Follies of eccentric genius. I suppose that in these materialistic and regimented days, days also of penal taxation, Folly building must be considered a thing of the past. And yet I have hope. A certain Captain Roebuck built Midford Castle, near Bath, in the form of a club from the proceeds of winnings at cards. He is reported to have said that he would lose the money anyway. Perhaps we shall yet see a Treble Chance winner, with the same foresight, erecting some equally outrageous Folly, four towers to represent the four English leagues, the bricks in the colours of his favourite team.



THE RAW MATERIAL OF PAPER: The storage log-pond, which is 500 ft. in diameter, is at the paper mills of Bowaters Southern Paper Corporation in Calhoun, Eastern Tennessee. The pond can store up to 3,000,000 cub. ft. of pulp-wood under water. Spanning the pond are gantry cranes, which retrieve the logs from the pond. By storing the wood in this way decay is reduced, and the quality and yield of pulp for paper are improved, because the logs have a uniform moisture content when processed.

A Basinful of Logs

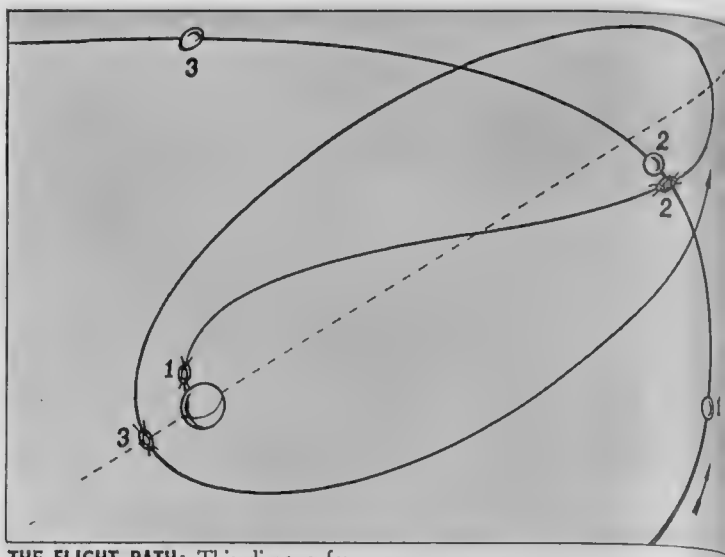
Storage for Timber in Tennessee

At Calhoun, on the Hiwassee River, in Eastern Tennessee, are the largest newsprint mills in the U.S.A. Belonging to the Bowaters Southern Paper Corporation, they were opened in October 1954. In the five years of their operation newsprint capacity has risen from 130,000 tons per year to 435,000 tons. More than 200 daily newspapers in nineteen states of America receive supplies.

Calhoun started with two newsprint machines and two more have been added to meet increased orders. World speed records are claimed for the machines: the first two have operated on a sustained basis at speeds greater than 2,200 ft. per minute; the third was designed to produce 2,500 ft. of newsprint per minute; while the fourth, installed earlier this year, has an output of 3,000 ft. per minute. These machines turn sheets of pulp into rolls of paper ready for newsprinting.

Round Calhoun are great forests of Southern pine and this wood, after felling, is brought to the mills by road, rail and along the river by barge. Reafforestation is an important part of the paper corporation's activities. To date 75,000,000 seedlings have been planted in the southern states, and this autumn and winter 16,000,000 more pine trees will be produced from the tree nurseries.

LISTENING TO LUNIK 3: In Leningrad, a Russian short-wave enthusiast listens to a tape recording he made of the radio signals from the Russian rocket on its journey towards the moon.



THE FLIGHT PATH: This diagram from an official Russian source shows the predicted path of the third Soviet moon rocket. Figure 1 indicates the relative position of the moon and rocket as the latter started its journey; 2 shows the position of the moon and the rocket when closest together; and 3 shows the position when the rocket returns to its nearest point to the earth.

ROCKET ROUND THE MOO

The Journey of the Russian L

Below—

IN THE MOSCOW PLANETARIUM: Russians listen to signals being transmitted by the rocket on its journey past the moon.

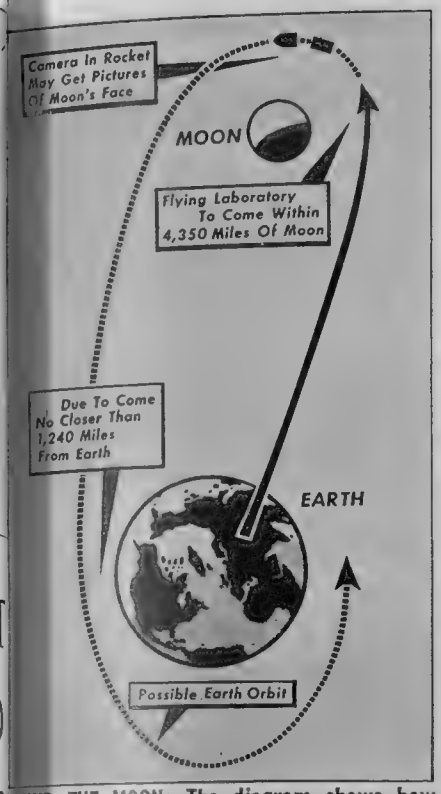
There can be little doubt that Lunik 3 has demonstrated that the Russians have achieved a major advance in space exploration over the West. Described by Soviet spokesmen as an "automatic interplanetary station," the rocket continued to send out signals last week as it went into a long elliptical orbit which took it close to the moon, out towards the sun and then back towards the earth. Throughout, official Russian reports were supremely confident in their predictions and estimations of position.

Basically, the Lunik was aimed to travel fairly slowly—at about 1,000 m.p.h.—on a course which would bring it close enough to be affected by the moon's gravitational pull. This is much weaker than the earth's. The pull would enable the rocket to circle the moon, so that crude pictures could be taken of the "other side." During the period in which it was predicted that the space station would be closest to the moon, signals received at Jodrell Bank were interrupted for some 4 mins. If this were caused because the moon was in fact between the rocket and the earth, then the Russians might have obtained their pictures. But it also suggested that the Lunik had not managed a complete circumnavigation, since the signals would then have been blanketed for about an hour.

It seemed likely that the deflection caused by the moon's gravitational field was not as great as was expected. This meant that the rocket continued to move away from the earth and approach nearer the sun before swinging back to earth.

DISCUSSING THE ACHIEVEMENT: Nikolai Semakin (centre), who is manager of the public astronomic observatory of the Palace of Culture at the Likhachev motor-car works in Moscow, shows young workers a map of the details of the moon's surface.

INTEREST IN THE HEAVENS: At the Moscow Planetarium, a lecturer uses a large decorated with the signs of the Zodiac. In the United States, an American rocket blew up in launching, shortly before the start of Lunik 3's



OUND THE MOON: The diagram shows how Russian scientists hoped to be able to obtain pictures of the face of the moon which is always turned away from the earth. Later it appeared that the rocket took a different path, moving further out past the moon before swinging back.

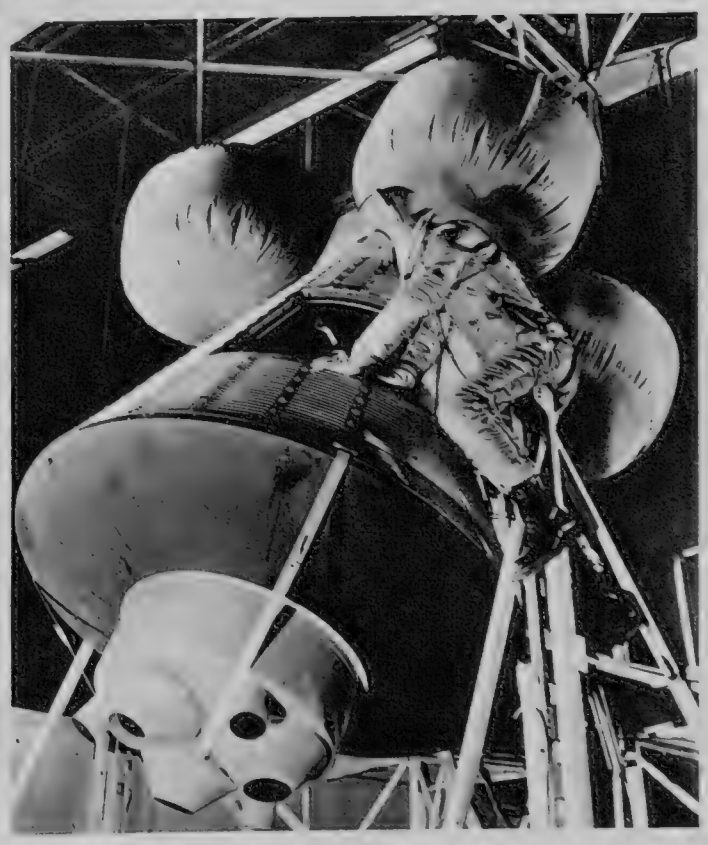
TRACKING THE LUNIK: The huge saucer-shaped bowl of the radio-telescope at Jodrell Bank, in Cheshire, is used to obtain signals from the Russian rocket. Jodrell Bank received signals within minutes of learning Lunik's position by telegram from Moscow.

ISMAY IN THE ITED STATES: Dr. Herbert York, Director of Research and Engineering at the U.S. Defence Department, uses a blackboard to show Russian and American space achievements. He said the U.S. suffered " embarrassment."

On left—

AT JODRELL BANK: Dr. J. G. Davies (left), deputising as director of the station, and Mr. James Livesley, duty controller, read the Russian telegram giving the rocket's position. It was estimated that the Lunik had travelled 80,000 miles when it was first picked up by the radio-telescope.

CZECH OBSERVATORY: At Ondrejov, a big radio-telescope is equipped with a special aerial to receive signals from the Lunik. The signals, registered by the staff of the observatory situated near Prague, were transmitted to Moscow.



On left—

SPACE CAPSULE: At the McDonnell Aircraft Corporation works at St. Louis, a pilot prepares to enter a mock-up of the American space capsule to be used in Project Mercury. At the bottom are the retro rockets, which are designed to slow down the manned satellite as it re-enters the earth's atmosphere. At the top are the flotation bags to give the capsule buoyancy and stability after it has landed in the ocean. Russian achievements in space have led to intensive efforts by American scientists to catch up with the recent Soviet technological advances.

QUEEN MARY

The Newly-Published Biography of the Consort of King George V

ON the opposite page Mr. John Gore, author of one of the authorised biographies of King George V, reviews Mr. James Pope-Hennessy's life of *Queen Mary*, published this week. Mr. Pope-Hennessy in his book has drawn on much hitherto unpublished material in the Royal Archives, on private papers in other hands and on Queen Mary's private diaries and correspondence.

The result is a splendid portrait of Victoria Mary Augusta Louisa Pauline Claudine Agnes, who was born in Kensington Palace on May 26, 1867, and was to become Queen Consort of George V. She was the eldest child, and only daughter, of the Duke and Duchess of Teck. Her mother was a daughter of the Duke of Cambridge, son of George III. So it came about that at the Coronation in 1911, the Queen was in a lineage sense one generation senior to the King, who was a great-great-grandson of the mad monarch. From the time of her birth the Teck daughter was known in the multitudinous family of Queen Victoria as Princess May. Unofficially the name was used by the public.

The Duchess of Teck—Princess Mary Adelaide—was known to the London crowd as "Fat Mary" because of her stoutness. Queen Victoria, always ready to seize upon physical and spiritual frailties, noted "her size is fearful." The Duchess was the strongest influence on her daughter's early years and since she had no sense of time or of money, it is not surprising that the future Queen soon showed signs of having a very marked sense of order.

Princess May became a public figure when she was engaged to the Duke of Clarence, the eldest son of the Prince of Wales (later to be Edward VII) in 1891. As was customary in Royal families in those days, the engagement had been arranged by the families concerned, with the approval of Queen Victoria. The Duke was an unintelligent character and it was hoped that Princess May would "take him in hand." However, he died of pneumonia a few months after the engagement.

Families and courtiers, supported by the matriarch Queen, then set to work to arrange a proposal for Princess May from Prince George, the Duke of York. There was nothing unusual about this to the Princess, for she regarded being a Royal personage as a very serious profession, in which the right marriage was essential. In July 1893 the Duke and Duchess of York were married in the Chapel Royal. They spent their honeymoon at York Cottage, Sandringham, and the estate in Norfolk was always their favourite residence.

The death of Queen Victoria in 1901 meant that the Duke of York became heir to the Throne. Before he was created Prince of Wales—in January 1902—he and his wife made their first tour of what was then known as the British Empire. By way of Gibraltar, Malta, Aden, Ceylon and Singapore, they sailed to Australia to open the new Federal Commonwealth Parliament. Three years later they went to India and Burma. King George and Queen Mary were also in India in 1911 for the Royal Durbar. The splendours of the sub-Continent of Asia under the British Raj deeply impressed the Princess of Wales. In her old age she never understood the India which had won its independence in the Commonwealth.

The accession of King George V brought a change to London society. He and his wife had had little in common with the somewhat vulgar court of Edward VII. Though the new King and Queen enjoyed living very comfortably, they spurned ostentation. During the First World War they set an example of austerity and the Queen's activities were as various as her husband's. The demonstration outside Buckingham Palace on Armistice Day in 1918 was a popular tribute to them both.

The post-war years brought changes which Queen Mary found perplexing. But the manner in which Monarch and Consort discharged their duties and the standards they set steadily increased public admiration and respect. From 1929 onwards the King was in reality an invalid. The Queen carefully tended him and enabled him to carry on with public functions. The public were again able to show their feelings for them in the Jubilee of 1935, a few months before the King's death.

In her widowhood Queen Mary had to face many tribulations. Mr. Pope-Hennessy relates shocked reaction to the abdication of her eldest son. Then came a vaster world war than the earlier one she had known. On the insistence of the King and Government, she lived out of London, at Badminton, where her still remarkable energies found an outlet in improving the estate. Finally there was the death of George VI in 1952. Queen Mary did not live to see the Coronation of her grand-daughter. She died on March 24, 1953.

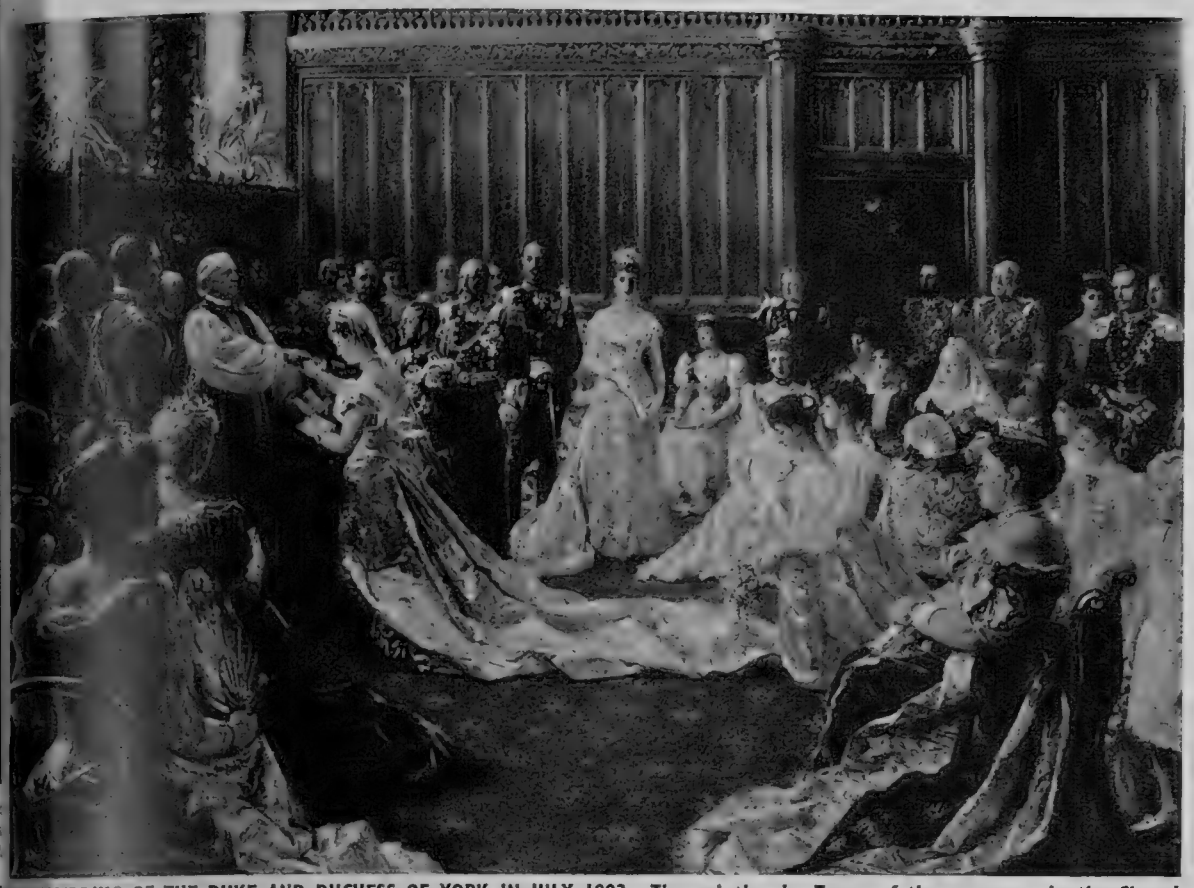
Huge crowds watched her funeral procession pass in London. Mr. Pope-Hennessy writes in his concluding words, "by undeviating service to her own highest ideals, she had ended by becoming, for millions, an ideal in herself."

THE CHILDHOOD OF THE FUTURE QUEEN: *On left*—Princess May (the future Queen Mary) sits by her mother, the Duchess of Teck, and two of her brothers in 1873. *On right*—The Princess in 1874. She was born in London at Kensington Palace on May 26, 1867. All pictures on these pages are reproduced from James Pope-Hennessy's biography of Queen Mary.

BROTHERS AND SISTER: With Princess May are her three brothers in a group dated circa 1886. The youngest brother, Alexander-George, became the Earl of Athlone.

MOTHER AND DAUGHTER: Mary Adelaide, Duchess of Teck, and Princess May in the garden of White Lodge, Teck's home at Richmond, circa 1888. Through [illegible] mother, the Princess was a great-granddaughter of George III. The Duchess was impulsive, generous and had no idea of time. The daughter, as Queen Mary, became noted for her punctiliousness regarding time and for her sense of order.

On left—CANNES 1892: [illegible] on the right Princess May is in mourning. [illegible] the Duke of Clarence, to whom she had been engaged in 1891. The Duke, or Prince Eddy as he was called in the family, was the eldest son of the Prince of Wales (later Edward VII) and therefore first in direct line of succession to the Throne. He died of pneumonia at Sandringham in January 1892. In May 1893 Princess May became engaged to his brother, Prince George, Duke of [illegible]



THE WEDDING OF THE DUKE AND DUCHESS OF YORK IN JULY 1893 : The painting by Tuxen of the ceremony in the Chapel Royal hangs in Buckingham Palace. Among the numerous royalties present were Queen Victoria, the Prince and Princess of Wales and the Duke and Duchess of Teck. The honeymoon was spent at York Cottage, Sandringham.

IN THE FIRST YEAR OF MARRIAGE: The Duke and Duchess of York at Christmas in 1893. In London the Royal couple had their home at York House in St. James's.

A VISIT TO QUEEN VICTORIA : In this picture of August 1898, the old Queen is surrounded by other members of the Royal Family, including the Duke and Duchess of York, in the garden at Osborne in the Isle of Wight. The Queen had grown very fond of the Duchess, who frequently visited her, and wrote to her in 1897: " Each time I see you I love and respect you more and am so truly thankful that Georgie has such a partner—to help and encourage him in his difficult position." The Duchess on her side regarded the Queen as " ever a good friend and counsellor."

THE FIRST WORLD WAR: Queen Mary is with King George V and General (later Field-Marshal) Sir William Robertson, Chief of the Imperial General Staff at Aldershot in 1916.

STUDY OF A WOMAN AND A QUEEN

The post-war evolution of the Royal biography from the monumental, synthetic, " this is holy ground " formula to the human, the impartial and the true, moved a stage nearer the ideal with the publication of Mr. James Pope-Hennessy's QUEEN MARY (Allen and Unwin. 42s.). If there had ever been an authorised biography of Queen Victoria, it would have followed the pattern of Theodore Martin's *Prince Consort* and imitated the *suppressio veri* of Lee's *Edward VII.* As it was, that great Queen was able to " come through " by the medium of her own letters and those of her faithful Private Secretary. After the First World War, the Royal Family resolved that no more monumental masons should be employed on such duties. Since that decision, they and their confidential servants have consistently encouraged integrity in Royal biography until to-day our sovereigns, alive or dead, enjoy the inestimable benefit of being accepted as men of like passions (and failings) with ourselves, and can gain the reward of all who, sown in weakness, have been raised in strength. The post-war pioneers responsible for the biographies of George V and VI all broke new ground. Mr. Pope-Hennessy has advanced a stage further. He has given us a biography as absorbing as a good novel, as authoritative as a blue book. Packed with historical facts and sidelights on social history, seasoned with wit and humour and shrewd observation, his *Queen Mary* will be a constant joy to read and read again. As a study of a woman, it is comparable to *Madame Bovary* or *The Real Charlotte*, an odd claim to make for a Royal biography. Indeed, it contains a superb biography within a biography—Queen Mary's mother. Hardly less odd and not less true, it will be a *locus classicus* for a study of the minor German courts; and in all conscience they and their lesser royalties afford a fine field for the author's delicate satire. I shall be interested to see if any crabbed or dry-as-dust critics foot-fault the author. They will certainly spell through every one of his 680 pages, willy-nilly.

John Gore

IN THE EARLY DAYS OF WIDOWHOOD: Queen Mary at Coppins, Iver, in June 1936. This was the year of the death of King George V and of the Abdication of King Edward VIII.

SWANS IN DORSET

The Abbotsbury Swannery on the Coast Not Far from Dorchester

Abbotsbury Swannery is one of the largest in Great Britain. At any period of the year, at certain specified times, visitors can see the 700 or so birds in their natural habitat. Situated in Lord Ilchester's grounds in Dorset, the swannery is protected from the open sea by the Chesil Bank, a natural barrier of shingle. It contains other types of birds who have found protection there.

In charge of the birds is a swanherd, who looks after them during the feeding-times and the breeding season. The swannery and its swanherd dates back to at least the reign of Queen Elizabeth I, when John Strangeways held in chief of the Queen "the site of the monastery, view of frankpledge and courts leet in Abbotsbury, the flight of swans, etc., breeding etc., in the estuary of water called West Flete, in Abbotsbury."

The swan is the Royal bird: for many years laws were in force protecting them for the monarchy. There are still ceremonies connected with swans—the annual swan-upping on the Thames and the marking of birds at Abbotsbury are examples. There is a Keeper of the Swans in the Royal Household.

A WATCHFUL EYE: In the Abbotsbury Swannery, in Dorset, the swanherd watches his charges swimming over the calm water in front of the Chesil Bank, which protects them from the open sea.

IN GRACEFUL FLIGHT: A swan at Abbotsbury demonstrates the wide span of its wings. The neck is characteristically stretched out straight. Swans, however, spend most of their time on the water.

On left—

OVER THE TREE-TOPS: As they beat powerfully, the swans' wings curve downwards. Not only swans are to be found at Abbotsbury, but also other wild birds haunt the sanctuary.

IN THE BREEDING PENS: The grey feathers of the cygnets will soon turn white. *Right*—A number of swans float idly near the shore of the sanctuary. Usually there are about 700 of the birds at Abbotsbury.

Keeping in Touch: Communications in Business

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

BY the end of this month you will be able to make calls over the G.P.O. telephone system from your private car, if you happen to have a radio-telephone in it. It costs half-a-crown for three minutes for a local call within the area where you happen to be driving, or adds two shillings to the normal price of a trunk call. There is a licence fee of £7 10s. a quarter for operating the radio-telephone; the cost of the actual installations vary with the equipment one installs in one's office, but what goes into the car may cost about £300.

This not entirely cheap communications service, like the private motor telephony systems that it has at last arrived to supplement, is not merely a luxury toy for television tycoons. Any highly mobile business executive who spends a considerable amount of his time travelling by road—for example supervising a fairly large regional sales force—is an obvious possibility as a radio-telephone user, and probably more likely than most to subscribe to the extra G.P.O. service. But in sheer numbers of installations and instruments, the majority of radio-telephones in vehicles are probably used by people in much less exalted jobs for much more workaday purposes. They impinge on the public consciousness most often, probably, in radio-taxis, police cars, and nowadays in R.A.C. and A.A. breakdown service vans.

But they are to be found on a much wider scale at all sorts of points in industry: on lorries, fork-lift trucks, internal works locomotives, cranes, works cars and security vehicles, ambulances and fire-engines. British Railways is beginning to fit them to diesel locomotives and the guard's vans of trains—though not as yet to provide any general communication between trains and, for example, signal-boxes. Across a wide and extending range of applications, including visual communication through industrial television, business is finding radio communication well worth the cost.

Human beings are mobile as well as vehicles; they can be "wired for sound," too. A number of British companies, including Multitone Electric Company and Dictograph Telephones Ltd., are now marketing "staff location systems." These consist of a small pocket receiver, not much bigger than, say, a couple of fountain-pens, which buzzes or emits warning pips when called up by V.H.F. radio from a central transmitting centre. When you hear the warning call you put the device near your ear and press a button in the handle; the transmitting centre can then give you a message to call whoever wants you. The radio transmitting centre can cover the whole of the factory area or, for example, building site; sets can send out selective calls to 50 or 100 pocket receivers.

All of these mechanical ways of keeping in touch with people on the move exemplify the growing importance, in business to-day, of communications of all kinds. Contact with people remote from oneself in places where they cannot ordinarily be got at is often becoming vital to the constant flow of decisions that managements have to make; equally, with people remote in time, as when you want to speak to somebody who isn't there at the moment, or may not be when you're available. This year has seen the introduction to the British market of several kinds of "answering telephone." The G.P.O. will supply you with a simplified one that tells any caller where you are or when you will be back; but rather more useful ones, offered by commercial companies, not only allow the subscriber to leave a message but will record the message that the caller wants to pass, on a tape-recorder built integrally with the instrument. Telephone answering services, which can be engaged on a contract basis, offer the more flexible and resourceful, if possibly less confidential, services of human operators.

Communications between branches of large-scale business are laid out on a more elaborate pattern. The G.P.O. rents out at present a large number of private wires to subscribers in Great Britain. These private wires, apart from the almost infinite range of the ordinary telephone system, are being supplemented to a growing degree within British industry by the use of G.P.O. and private teleprinter networks. There are more than 5,000 subscribers to the G.P.O.'s Telex service, which enables ready "written" communication with any other subscriber in the British directory or with some 80,000 subscribers in thirty-five other countries. Subscriber trunk dialling, the system that is being applied to ordinary British telephones beginning in Bristol, is advancing more rapidly on the Telex system: by the end of 1960 one will be able to dial any other British subscriber without going through a manual exchange, and by the end of 1961, subscribers in some European countries as well.

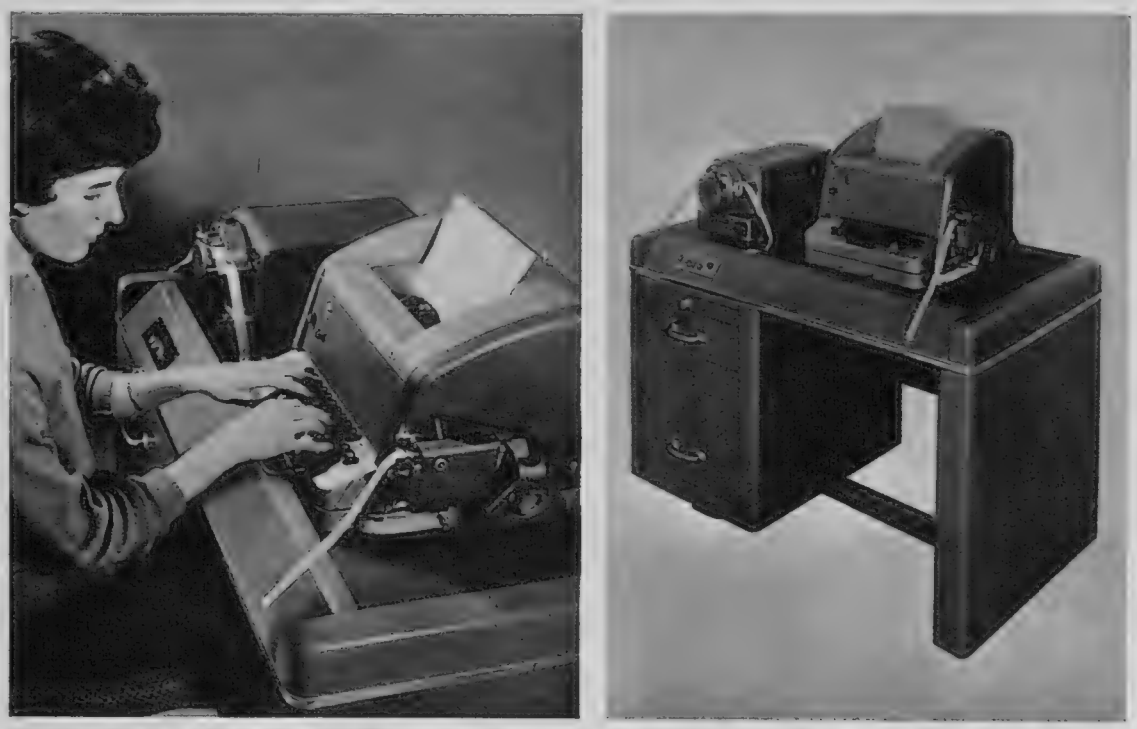
Teleprinters can take down vast amounts of routine information without the attention of anybody at the receiving end; if used in conjunction with tape-punching equipment, they can work a great deal faster, too. Apart from connection to the general Telex system, many big companies operate their own internal teleprinter networks over G.P.O. private wire systems; as a teleprinter can receive without constant surveillance, and for 24 hours a day, much of the daily and weekly information that has to go on record can be passed back without using much clerical labour. "Facsimile" systems, used in conjunction with telephony or radio-telephony, use electronic scanning devices to reproduce printed, written, or typed messages and layouts at the other end; in Britain these are generally used over relatively short distances, though there are examples of long-distance transmissions of, for example, newspaper pages for duplicate printing in the provinces.

In the last few years teleprinters have been doing a new job—reading and printing out punched tape not from an automatic sender at the other end of a teleprinter link but from the output box of a computer, or equally punching data on tape to feed the computer. There are fairly obvious possibilities of linking up the two uses of the machine. Where computers are beginning to be used for stock control in one or more remote warehouses, it should become possible to pass the current information about holdings in a form that the computer can assimilate direct as teleprinted tape at the other end, without necessarily printing it out to be read by people. Some experiments with "direct recording" of experimental data, similarly, has been done at Farnborough, where wind-tunnel information has been taken out directly in a form suitable for the computer and fed in without being otherwise recorded.

This refinement may help to solve one problem that the very improvement of business communication has brought along with it—the sheer volume of information that nowadays passes back and forth in any large business organisation, to a myriad of departments, most of which want only a small part of it for any actual "processing" or to act upon it. Most of us in business, most of the time, are sighing at the sheer bulk of reading matter that flows across our desks; one has no need or desire to read it all, but one is uneasily conscious that in any part of it there might be something vital.

Perhaps the most attractive possibility of the whole paraphernalia of electronic data processing is that in principle at least it ought, eventually, to be able to give managers simply the limited amount of information upon which they really need to take decisions, freeing them from detailed knowledge of the majority of things happening (about which, whether they like it or not, it probably does not really matter whether they are *au courant*).

Communication systems and data processing, as they develop, should make for more "scientific management," in a fairly precise and mathematical definition of that overworked term: they could run counter, however, to some of the accepted tenets of "good management" in big business. The outstanding example, perhaps, is the issue of centralisation versus decentralisation. Over the last thirty years, and still to-day, decentralisation has been the ideal to which business organisations have paid most respectful lip-service; though the extent to which they actually achieved it, passing the authority for decision down the line to the lowest possible level where any particular decision could efficiently be taken, has varied a good deal. When applied properly, it does make for efficiency; it also makes for good human relations.



THE VARIETY OF ROLES OF A TELEPRINTER: ***Left*** **and** ***right*** **are two views of the Model Seventy-five Teleprinter set, made by Creed and Co., Ltd., of Croydon. It can send and receive business communications and other data in printed page form.** Also there is provision for punching paper tape and reading facilities for automatic operation and data processing. In the last few years teleprinters have come into use for reading and printing the punched tape from the output box of a computer and for punching data on to tape to be fed into the computer. G.P.O. and private teleprinter networks have been increasingly used in industry in Britain. The new Model Seventy-five teleprinter is claimed by its makers to be smaller and lighter than any other, and to be capable of operating at 100 words a minute, a 50 per cent. increase over the present international speed.

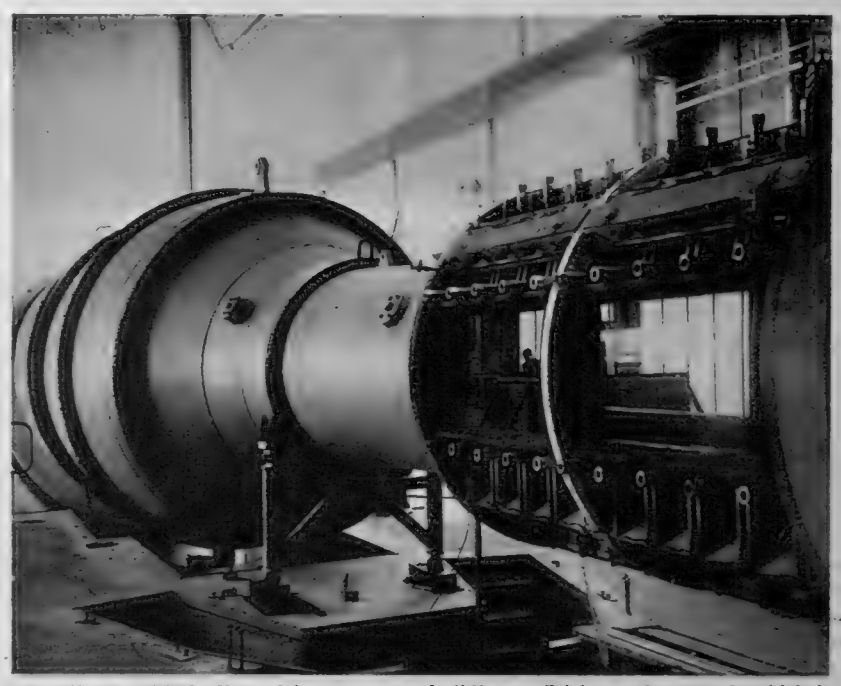
It seems quite possible, however, that the development of almost instantaneous communication systems, along with data processing equipment, could give more precise answers than any manager, top, middle or low in level to certain kinds of calculation for management—e.g., the most profitable way of making use of a transport system, of deciding how much stock to hold in circumstances when the prices of materials are varying rapidly and one's own forward requirements change fairly often at different points in the company network, of using a selection of different machines on various progressions of new orders.

Top management tends to welcome the advent of such data processing equipment; it merely removes the uncertainty and responsibility of taking an occasional interest in a series of relatively minor decisions, and leaves the top men free with plenty to do in formulating company policy. Farther down the line, these relatively minor decisions may bulk larger among middle managers' responsibilities; if the machine takes them, it also takes away some of the decentralised manager's responsibility, power, and prestige. It does seem highly probable, looking forward not too far, that rapid development of techniques of communicating and processing information could make a much greater degree of centralisation in large-scale enterprise practicable and efficient. Whether this makes it also desirable, and decentralisation less of an ideal, may depend on how far business enterprise should be considered in human terms.

THE NEW SHIP HYDRODYNAMICS LABORATORY: The towing tank at Feltham is 1,300 ft. long. *Right*—In the laboratory can be seen the machine for cutting models. The laboratory is due to be opened next Monday.

NEW FACILITIES FOR SHIP DEVELOPMENT

The Duke of Edinburgh will open the new Ship Hydrodynamics Laboratory of the Department of Scientific and Industrial Research at Feltham, in Middlesex, on Monday, October 19. The facilities include a towing tank which is 1,300 ft. long, a water tunnel, a sea-keeping and manœuvring basin, and workshops for making model hulls and propellers. Designed to produce in the laboratory more nearly realistic sea conditions than has been possible before, the facilities are at the service of British shipbuilders. The towing tank is nearly twice as long as the existing one at Teddington. It will have a towing carriage designed to move models up to 5 tons in weight at up to 30 knots. A wavemaker will enable waves to be produced from 5 ft. in length to 40 ft., and will generate irregular wave systems typical of average ocean conditions.



THE WATER TUNNEL: Housed in a separate building at Feltham, the tunnel, which is 44 ins. in diameter, is designed to test hydrofoil sections under controlled pressure conditions, in conjunction with specially developed dynamometers.

THE DISTILLING OF GIN

One of the vital operations in the making of gin at Booth's new Red Lion distillery in Clerkenwell, London, which was opened recently, is illustrated above. Gin, having left the still, pours through the line of glass safes, covered in brass, where a distiller draws off a glass to check the flavour. The new building was erected on a site adjacent to the original distillery which had been in operation for over 200 years. It has only one official entrance, controlled by Her Majesty's Customs and Excise, to the cask loading and unloading bays. Here the strong spirit is delivered by vans from the distillery of John Watney and Co. Ltd., of Wandsworth, who are a subsidiary of Booth's. The casks are emptied a number at a time into the disgorging troughs and stored in spirit receivers. Subsequently, the spirit passes through various processes to acquire its characteristic flavour.

On left—

NEW AUSTRALIAN ORE CARRIER

The 19,000-ton ore carrier *Iron Flinders*, seen arriving at Port Kembla, in New South Wales, at the end of her maiden voyage from South Australia, is the largest ship ever built in Australia. She was designed and built at a cost of £A2,000,000 in the shipyard of Broken Hill Pty. Co. Ltd., at Whyalla, South Australia, for the carriage of iron-ore from Yampi Sound, Western Australia, to the steel works at Port Kembla. At present she is making trips between Whyalla and Port Kembla before entering the Yampi Sound trade which involves a sea journey of 3,000 miles occupying three weeks in the round journey. *Iron Flinders* is 550 ft. long, 70 ft. wide, and has a draught of 30 ft. Her ore-carrying capacity is 18,200 tons and her service speed is 13½ knots. During her sea trials she exceeded 13 knots at approximately 80 per cent. of her maximum designed power.

BLOCKS OF FLATS: In Vallingby, a recently-built suburb of Stockholm, the flats form part of a self-contained unit, with shops, cultural centre and railway station. The scheme includes cobbled paving in sweeping designs, and street fountains.

On left—

SWEDISH BUILDING: At Nasbydal, a block of flats is constructed by a new method. The central tower, containing lifts and stairs, is built first. A crane is placed on top to assist in the construction of the rest of the block.

SCANDINAVIAN BUILDING TECHNIQUES

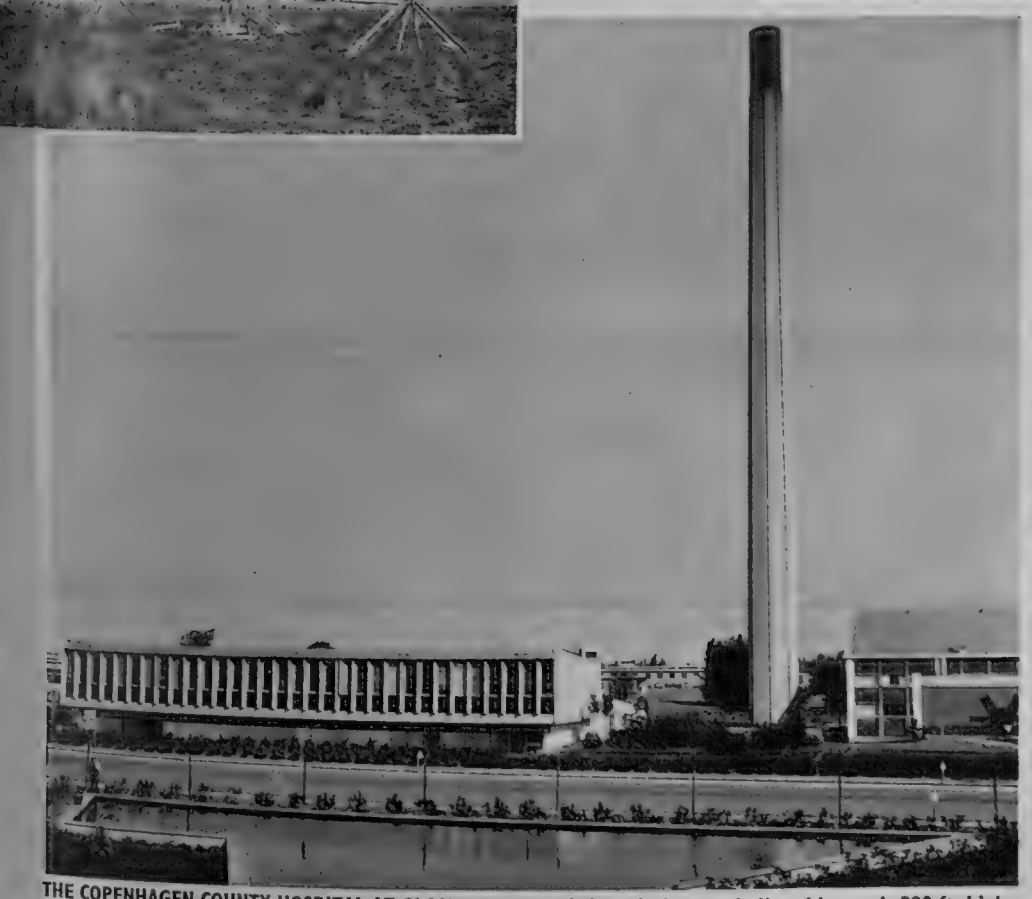
In many parts of Scandinavia, new methods of construction are being used in housing schemes of various kinds and in public buildings. The emphasis in modern Swedish techniques is towards prefabrication and mechanised building methods. In future it is planned that fewer people will have to work on site during the severe winters. More and more work will be done in the factory where as many units as possible will be pre-cast in concrete. It is estimated that 80 per cent. of the population of Sweden are flat-dwellers. Around Stockholm to-day many new suburbs are springing up, using the combination of tall blocks and open spaces at ground level. One of the new suburbs, finished in 1957, is Vallingby; it includes a group of point blocks of flats in reinforced concrete round a central piazza with shops, and a railway station in the centre of the scheme. Another housing scheme, near Stockholm, known as Farsta, is designed to accommodate 30,000 people. Its shopping centre, now being built, started with the erection of a spectacular group of pre-cast columns, about 55 ft. high and weighing 13 tons each. Not only in the suburbs but also in the centre of Stockholm, in Hotorget, new buildings are going up. One office block is twenty-six storeys high.

At Nasbydal, Sweden, seven seventeen-storey blocks are being erected on the "Skarne" system. A concrete tower, forming the central core and containing lifts, stairs and services, is built first. A tower crane is placed on top and with its help, the remaining load-bearing, internal concrete walls and floors are placed in position. Then the outer cladding is added. One of the dominant trends in building materials is towards lightweight concrete. This material, which has a cellular structure, is used not only for partition walls, but also in external walls for insulation purposes.

In another Scandinavian capital, Copenhagen, the new buildings are gradually changing the skyline of the old city. The new S.A.S. hotel and air terminal, with its light grey-green curtain walling, is twenty-one storeys high, set on a two-storey podium, which contains the reception rooms. Nearby an eighteen-storey block is being erected. A new building centre, which promises to contain a comprehensive arrangement of exhibition and display areas, is in the course of construction.

On left—

PRE-CAST CONCRETE SECTIONS: These stair units are of a sort frequently used in Sweden. Prefabrication in concrete is much favoured in the Scandinavian country. One firm has produced a unit comprising bathroom, lavatory and part of a kitchen, weighing in all 10 tons.



THE COPENHAGEN COUNTY HOSPITAL AT GLOSTROP: The reinforced concrete boiler chimney is 220 ft. high. Alongside is the pathological institute. The hospital is laid out in a complex pattern of long, low buildings which are made of reinforced concrete and faced with smooth, pre-cast concrete tiles.

THE BEGINNING OF A SHOPPING CENTRE: In the middle of the housing scheme known as Farsta, outside Stockholm, a forest of pre-cast concrete columns marks the start of construction of the new centre.

THE MOUSE AND THE WOODCARVE

A Successful Rural Industry in the North Riding

That there is still a place, in these days of factory-produced furniture, for the craftsmanship of former times is demonstrated by the expansion of a village business in the North Riding of Yorkshire. The founder of the firm, Mr. Robert Thompson, died a few years ago in his eighties after a lifetime spent in keeping alive the traditions of good workmanship in domestic and ecclesiastical furnishing.

The business, in Kilburn, near Coxwold, has passed to his grandsons, the Cartwright brothers. Recently, assisted by the Rural Industries Bureau, a new workshop was built to replace the old one-storey building. The new one has two floors. Additionally, to meet the increase in work, more workmen have been taken on, and there are now thirty-five employees.

As well as making furniture, the firm produces ornamental woodwork of many descriptions, including statuettes with detailed carving. Three raw materials are used: English oak, wrought iron, and real hid oak has to be carefully selec seasoned for a number of year side the workshop is a yard with the wood which may there for up to ten years.

The products of Kilbu easily recognised. Somewh each piece is a carefully carved mouse: on the legs of tab chairs, on the backs of or forming the decoration on a The fame of the mouse has s many places and letters addr "The Mouseman, England" punctually. One woman wro that she could not find the mou wardrobe; she asked for it to on, saying that otherwise she not keep the piece of furnitur firm's products are exported t countries. One of their recen from overseas was to furn boardroom of the Cape T Company Limited, in Cape T South Africa.

WOODWORK IN YORKSHIRE: Mr. R. T. Cartwright stands with his four-year-old son in the seasoning yard of the woodcarving firm in Kilburn, N. Riding. *Below*—Mr. R. T. Cartwright (left) and Mr. J. Cartwright, grandsons of the founder of the firm, work on a design in the drawing office.

A VILLAGE SETTING: A completed dressing table is car the house where Mr. Robert Thompson, the founde business, lived. Mr. Thompson died a few ye

YOUTHFUL INTEREST: Ian Cartwright, a great-grandso Mr. R. Hunter carves a mouse on a piece of Thompson craftsmanship and appears on all

LAGE CRAFTSMEN AT WORK: In the left Mr. Stanley odds is carving a model of t. Patrick, while beside him Ir. Dennis Ayton is working n a screen. A great deal of he work produced by the irm is for churches and here are examples in many mous churches in Britain.

WOODCARVING OF EVERY DESCRIPTION: Mrs. Robert Cartwright examines a squirrel ornament from a bench containing a variety of the firm's products. In the background is a bust of Mr. Thompson, carved by an employee.

mpson, watches intently as mouse is the trademark of out by the Kilburn firm.

IN THE WORKSHOP: Furniture is being made by four of the firm's employees. From the left are Mr. Hunter, Mr. Brian Foster, Mr. Michael Hardwick, and Mr. Hugh Islip. Thirty-five men now work for the firm, a few more than in the time of Mr. Thompson, because of the expansion of the business. Recently a new two-storey workshop was built, with the assistance of the Rural Industries Bureau, to replace the old single-storey one.

The World of Books

THE GENTLEMAN PUBLISHER

Autobiographies of a Publisher and an Actor; Biographies of an Unknown Genius, a Victorian Author, and an Eighteenth-century Doctor; Other Notable Books of the Week

PUBLISHERS as a whole are a reticent lot and not much given to self-portraiture. A popular idea of them is a group of hard-faced businessmen who spend the greater part of their lives throwing manuscript masterpieces into wastepaper-baskets. Or there is the other, often heard comment, at which publishers are certain to wince: "Publishing must be such an interesting life because you must meet so many glamorous people." Publishers have been known to turn sheet-white and close their eyes at that one. But now a publisher, Mr. Frederic Warburg, has written a volume of autobiography, AN OCCUPATION FOR GENTLEMEN (Hutchinson. 21s.), which proves, among other things, that anyone who meets him, really is meeting an interesting person. It could also be added that it is very doubtful if any of the masterpieces on his list ever got anywhere near a wastepaper-basket.

Mr. Warburg went into the publishing business in 1922 as an apprentice in another distinguished firm. Fourteen years later he was at the head of a firm which was to become his own, and at present the imprint of that house is known for its lively and highly civilised list. If that too brief summary makes it appear that his success story has been one of smooth and certain progress then it is misleading, for Mr. Warburg has met many difficulties on his way, some of them almost overwhelming. He continues, however, with the zest of a younger man to follow the adage of Thomas Mann, expressed nearly twenty years ago. "This is the standard I have nailed to my mast," writes Mr. Warburg. "I will publish, and continue to publish, 'whatever my feeling for the necessary considers as just and beneficial.' For this is the pride of my craft and the secret of my happiness."

As far as vitality and drive go, the next autobiography has two points in common with Mr. Warburg's but in other respects is vastly different, for HAPPY GO LUCKY (Robert Hale. 18s.) is the story of Mr. Kenneth More, currently the most highly-paid film star in this country and an ebullient character whose popularity is based partly on his gay and attractive presence and partly on the fact that he is a very good actor who has learned his profession the hard way, through many setbacks. He was in repertory before the war, spent a legacy of £600 in a spectacular three-month spree, went through the war in the Navy and came out on a job-hunting expedition which landed him a part at £5 a week, the exact sum he had been earning before he joined the Service. Since then it could fairly be said that Kenneth More has gone from strength to strength, is one of our most delightful actors and an experienced comedian in his own right. He is also, as witness this first writing attempt, an author of humour and easy charm.

During the war when there was as pressing a need for men of imagination as for men of valour, there emerged a strange figure whose name was Geoffrey Pyke, who had neither fame, money nor backing and who yet became an influential man behind the planning of many actions and manœuvres. Throughout his life he had been an original and entirely fearless man. When very young he had managed to get himself to Berlin in September 1914 and then, after almost inevitable arrest, escaped from prison camp and returned to England. Later he was to start a boys' school in England because he didn't consider any of the existing ones suitable for his son, and later still he was to invent many revolutionary devices for use by our forces. Under Lord Mountbatten's patronage at Combined Operations he had some amazing successes and in PYKE—*The Unknown Genius* (Evans. 18s.) Mr. David Lampe has shown many of the reasons which prompted Lord Mountbatten's message to Pyke that "your original thoughts have been of the utmost value to the war effort." He was still working out his own solutions to national problems when, in the winter of 1948, through illness and discouragement, Pyke put an end to his own life. This is a bizarre story, but one that repays studying.

Walter Bagehot, whose biography has been written by Mr. Alastair Buchan, was one of those Victorian personalities whose careers disprove in themselves the accusations of stodginess, dullness or uniformity in that age. THE SPARE CHANCELLOR (Chatto and Windus. 25s.) shows Bagehot, who died in 1877 when he was only fifty-one, as a country gentleman and an author; as a literary critic and a master of hounds, as a banker, a social psychologist, an editor, biographer, economist and political writer and, equally with all these, a conversationalist of great brilliance and charm. He was, as was once written of Shakespeare, "equable, alert and gay" and Mr. Buchan's biography is a fine tribute to such a remarkable man.

At Berkeley, in Gloucestershire, there is soon to be a new atomic station, but a little more than 200 years ago it was the calm and rural birthplace of a man whose medical experiments and findings were to have a revolutionary effect on medicine and on health not only in his own county, but in the whole of the world. DOCTOR JENNER OF BERKELEY (Heinemann. 25s.) is a biography of this simple, benign, staunch and gifted man by Mrs. Dorothy Fisk and it is a fine tribute to him. It is hard nowadays to assess the sensational effect that Dr. Jenner's theory and practice of vaccination against disease had in the late eighteenth century; a reaction so strong that the process became a matter for discussion throughout the nation and an inspired subject for the cartoons of the great Gillray. Mrs. Fisk writes with a background of thorough research of her own and with a natural dignity of expression which would have been appreciated by the man who was capable in one day of writing a poem about a robin: "*Have I not seen thee, sturdy ruffian, With impious claw thy father cuffing?*" and a letter to Napoleon asking him for a safe conduct pass for two of his English friends. A thoroughly nice man as well as a great one, which is perhaps not as rare a combination as the cynics would have us believe.

The next batch of three books hover on the edge of autobiography, balanced there either by the use of pseudonyms or by recourse to the forms of fiction. LAWYER, HEAL THYSELF (Gollancz. 15s.) is announced as being the work of A Solicitor and, indeed, it could have been written by no one but a member of that profession such as "Bill Mortlock," who recounts the handling of many of his cases and shows himself to the reader both in court, or less publicly, in his office. This is his life as it runs on one level; on another the author shows the collapse of his own marriage, a failure for which not even an experienced divorce lawyer can find a solution. Subtle and quite fascinating in its rather frustrating way.

THRUSH GREEN (Michael Joseph. 15s.) is altogether milder stuff, a sympathetic and observant country book by "Miss Read," in which twenty-four hours in a village life, and the arrival of a small fair are described with affectionate detail. Shrewd, amusing, kindly though sentimental, and admirably illustrated, like its pre... by J. S. Goodall.

We know that "Richard Gordon" is only name of a writer who is in real life a doctor, as is and many of us like to think that this Mr. Gor... first-hand experience of at least some of the a... which befall that indomitable man of medicine. book is DOCTOR AND SON (Michael Joseph and it would be hard to overpraise the vitality—or sheer stamina—which continues to produce th... spirited and often extremely funny books. "We w... writes the principal character about a medico friend he finally decided it was time to seek a wife him somehow the search only landed him with an experience in a nudists' steam bath in midwinter This is the kind of thing that only seems to between the covers of a Richard Gordon book, we may be grateful, but it makes very amusing

And so to the one travel book of the week, OF GREEN GINGER (Putnam. 21s.), by M... Mackenzie-Grieve, who writes about China and with the authority of one who has studied the since she first went to live there in the '20's. Th... was also the wife of the noted Sinologue, C. D. Clarke, and her findings and reflections are touc... the scholarly spirit, in spite of their essential m... approach. A likeable and elegant book.

There is only room to discu... ful of novels this week, but a... are two which, in some ways, ... indeed. ALL THE DAY (Collins. 18s.) is Mr. Howard new story which begins in ... nearly eighty years ago and e... in our own days, after its ma... ters have lived through their ... vicissitudes, triumphant or ... have died or come to terms ... existences. This is the kind that Mr. Spring does as w... English author now practising the big canvas, the warmly h... traits in words and the master whose complications would ... with less technical assurance. I... novel better than any of Mr. ... that I have read since *Fame* ... and recommend it to you c...

The book above is a mer... pages; Mr. John O'Hara's FR... TERRACE (Cresset Press. 2... nearly 900 pages of equally ... and really is a huge affair. I... ever, heavy only in the phys... (although I confess I bought ... reading rest in order to handle ... Most novels of this length, e... least to a Victorian three-dec... present a serious task of re... determination; Mr. O'Hara's ... nothing of the sort. It is so co... readable that one needs no ... but, on the contrary, may ... minder that there are other th... done than sit immersed in a ... of fiction. This is the life s... American man who, ostensibly, is the pictu... success stories combined. While still young ... puts him into the millionaire class, his wife is ... and loving and their children bright and healthy. ... the war, he accepts the offer of a post as ... Secretary to the Navy. Yet his life, in the fina... is ending not with a bang but a whimper, and he ... as bereft of everything but the pitying affection ... second wife, unpopular, friendless and ineffec... is a *tour de force* for O'Hara and, although he s... his preoccupation with the details of sexual affair... enough in this book and particularly in its develo... character to reward any reader interested in rea...

THE BRINK (Gollancz. 12s. 6d.) is Mr. John ... sensational story of what could happen if the w... in the first stages of a global, nuclear war and it mak... of shock tactics. It is not, in other words, a thr... challenge to complacency. It is also, I need h... alarming in its more effective moments and lurid ... The setting is America, but the author is an E...

Mr. Jan Dobraczynski's may not be the ... names to remember but it is worth making the ... he is a scholarly, sensitive and wonderfully in... Polish author whose career has included being ... officer, an editor of underground periodicals ... and a long-term inmate of Belsen. Since his ... 1945 he has devoted himself to writing chiefly, ... *Letters of Nicodemus*, on biblical subjects. His n... THE SACRED SWORD (Heinemann. 18s.), ... translated by H. C. Stevens, is concerned with ... and is a portrait of that great figure which is ... fresh and vital.

A NEW BOOK BY BERTRAND RUSSELL: The famous philosopher and mathematician talks with Mr. Richard Goold-Adams, the writer and broadcaster, on the occasion of the publication of *Wisdom of the West*. The new book, illustrated by pictures and geometric diagrams, goes over the ground covered in Lord Russell's *History of Western Philosophy*, bringing it up to date. To mark the publication last week there was a discussion, which was recorded for television, on present-day applications of Western philosophy. Those taking part were Lord Russell, Mr. Goold-Adams, Mr. Kingsley Martin, Lord Boyd Orr, Professor Hogben and Mr. John Pringle. It was held at 8, Hill Street, London, W.1.

Mediterranean Escape

A French Journalist Describes a Delightful Family Holiday at Sea

Mankind is astonishingly incompetent in the pursuit of happiness." With this reasonably provocative ening Renée Pierre Gosset takes us off at a smart e on her own personal and family adventure. There tens of thousands of people in the world like the sset family, the author avers, all itching to be ploughing seas in three-masted schooners, all agog for adventure nly they could bear to leave home. "It 's not that ir powder is damp," says Madame Gosset, " but just the safety-catches are on too firmly." In MY N IN A BOAT (Allen and Unwin Ltd. 18s.) the ty-catches are definitely off. The journalist husband wife, with their sometimes delightful and very mal children, and the two Breton fishermen who ne with them as crew in the cranky but, on the whole, l-founded yacht *Marsya*, cruised a whole long nmer through the western Mediterranean. This is ook full of colour and laughter, of surprising encounters land and mingled pleasure and trouble at sea.

Madame Gosset is at her best when describing the *rsya's* cruise among the sandy coves and inlets of dinia. The only real trouble in those idyllic days med to be that her elder son Pierre was altogether too pt with the harpoon gun, and such was the success his underwater stalking that every time Madame sset opened the refrigerator out came a cascade of day's, yesterday's and the day before yesterday's . This is a travelogue not to be missed.

Unto Parvilahti, a strongly anti-Communist Finnish zen, who paid the price for some crime unspecified prison and exile in Russia and later in the Siberian n of Dudinka, has written a chronicle of his exhences. He calls it BERIA'S GARDENS (Hutchinson. .), a reminder of the grim nickname given to the ced labour camps of the Far East. The most interest- chapters are those that deal with everyday life in dinka in the last years of the Stalin regime. This mopolitan town on the Yenisei had deportees of ost every nationality in the world, and M. Parvilahti nts the picture with considerable skill, insight and mour, although he cannot resist the temptation to zon forth his own strong political opinions. Many l enjoy the story of the camp inmate who stole a eral's uniform and then proceeded to inspect the gest of the prison camps, ordering free rations, thing issues, and a wholesale refurbishing of the ce before making a ceremonial departure amid obeisances of all in authority.

THE CROWDED SKY (Cassell. 30s.) is described an anthology of flight, and has been edited by Neville ke and Edward Lanchbery, reflecting in its 400 pages very considerable literature that now belongs to the man's world. Anne and Charles Lindbergh and coln Ellsworth are contributors to the section dealing h pioneer flight, Neville Duke himself is one of the merous writers on test flying, and there are outstanding tributions about episodes in the last two wars.

Excavations were undertaken at St. Peter's in the 40's at the behest of the Pope with a view to establishg that the burial-place of the Apostle lies under the at basilica. They attracted world-wide attention, hough the results were far from conclusive. One of four archæologists entrusted with the task was her Engelbert Kirschbaum. His account of the avations, THE TOMBS OF ST. PETER AND ST. UL (Secker and Warburg. 45s.), is most detailed, but well does the author signpost the way with maps diagrams that it is comparatively easy to follow the avators in their tortuous paths. It is a rewarding erience for those with the patience to tackle what ears at first sight to be a rather formidable volume.

Here are three illustrated books of quite exceptional rest and with nothing in common beyond the fact t all three are of album size (11 by 8¼ ins.) and beautifully produced. Hanns Reich's CHILDREN ssell. 30s.) is a sensitive piece of work. It is an um of photographs of children from all parts of the rld, caught in many moods—sad, bewildered, htened, wondering and wistful.

LIVING INSECTS OF THE WORLD (Hamish milton. 63s.) is the work of Alexander and Elsie B. ts, and includes over 275 photographs, the greater t of them in colour. The authors have written at the e time a masterly survey of all the most important ect groups, drawing from a lifetime of experience the Canadian Arctic, the Americas, Europe and pical Africa.

HESTER BATEMAN: QUEEN OF ENGLISH VERSMITHS (W. H. Allen. 63s.) is a volume of portance to all interested in antique silver. Hester eman was an astonishing woman. Widowed at the of fifty-one, she promptly took over her husband's tal smithy in Bunhill Row, on the fringes of the City London. She turned it from a little business in a gle hut into a factory that achieved European-wide ne, and held the reins of her business up to the time of death in 1794 at the age of eighty. Mr. Shure not ly traces Hester Bateman's history, but outlines the eers of her sons and daughters who inherited her ll and interest in the great craft. A series of full-page half-page illustrations demonstrate her work, so ch of which is now in American museums.

R. C. E.

SIR LAURENCE OLIVIER'S NEW FILM: Recreating the part of the seedy music-hall comedian, Archie Rice, in John Osborne's play *The Entertainer*, Sir Laurence poses with the chorus girls in a scene from the film of the play, which is now being made in Morecambe. Directed by Tony Richardson, the film will show the haphazard and sordid life of artistes touring the third-rate variety theatres of Britain. In it, Olivier will appear a younger and sleeker Archie Rice than in the play. The story has been altered to some extent. Leading feminine roles are being played by Joan Plowright and Shirley Ann Field.

FILMING "THE ENTERTAINER": ON THE LONDON STAGE

On left—

THE OPENING SCENE OF A NEW REVUE: The full company of *Pieces of Eight*, at the Apollo Theatre in London, sing "Revive Your Spirits." In the background are the two stars, Kenneth Williams and Fenella Fielding. Written by Peter Cook, the revue also has slightly macabre sketches written by Harold Pinter, lively dancing, skilful clowning, and music by Laurie Johnson.

A NEW DOOLITTLE AT DRURY LANE: Stanley Holloway bows after playing the dustman in *My Fair Lady* for the last time. He had taken the part since the opening of the musical comedy in London on April 30 last year, and before that for two years in America. Stanley Holloway was the last to leave the cast of the three principals who appeared in the original London production, Julie Andrews, who played Eliza, and Rex Harrison (Professor Higgins) having left earlier this year. Anne Rogers and Alec Clunes are now playing these parts. *Right* is James Hayter, who successfully took over the part of Doolittle. Another casting change was Hugh Paddick for Robert Coote as Colonel Pickering.

BRITISH CARS IN PARIS

Increased Importance of the Paris Salon to the United Kingdom Industry; New Models in the Grand Palais; British Cars' Achievements Overseas

By "THE SPHERE" MOTORING CORRESPONDENT

AFTER the Frankfurt and Paris Motor Shows it seems unlikely there will be much left over in the way of new models for the London Exhibition which opens next Wednesday. The improved Humbers—Hawk and Snipe—will be on view and so will the new Ford Prefect; but the only really new car I know of which will be making its exhibition debut at Earls Court is an American model: the Chrysler Corporation's "compact" Valiant. But as this interesting new car is not being announced until October 25 it will be on view at Earls Court for only the second half of the London Show.

For the British motor industry the internationally famous Paris Salon proved even more important than usual because of the dominance of the British models and also because of the recent relaxation of quota restrictions on the importation of British cars into France, particularly on models of three litres or more. Sir William Lyons, chief of Jaguar Cars Ltd., chose the Paris Show for the announcement of the Mark 2 models of his 2.4- and 3.4-litre saloons and the samples of these greatly improved cars displayed in the Grand Palais aroused a lot of interest. What a good idea it was, by the way, to find room on the Jaguar stand for the privately-owned 3.4-litre model which had just won the touring category of the Tour de France Automobile: a tough trial which is growing in importance yearly.

The most important changes in the external appearance of the smaller Jaguar saloons are the fitting of a larger windscreen and rear window and the use of slimmer pillars. Apart from increasing the window area by 18 per cent. these modifications have made the smaller Jaguar sleeker and better-looking. The front suspension has been modified, the rear track has been widened by 3¼ ins. and the Mark 2 saloons also have disc brakes on all four wheels. The inside of the car looks entirely different. The new front bucket seats are even more comfortable and they have neatly-folding picnic tables at the back. The facia has been completely redesigned and an interesting addition to a dashboard, on which all the instruments except the speedometer are electrically-operated, is a warning lamp which would flash if the level of the brake fluid got dangerously low. As this lamp also serves as a handbrake warning light the driver would quickly find out if the bulb itself had failed.

Many other minor modifications are incorporated in the Mark 2 models, including new radiator grille treatment, re-positioned foglamps, revised tail lamp assembly, new door handles, a deeper apron under the rear bumper to hide the petrol tank and spare wheel housing, two-spoke steering-wheel, new heating system, better interior lighting and electric screen-washers. The new Mark 2 models will range in price from £1,534 for the cheapest 2.4-litre saloon (£89 more, including tax, than the least expensive of the old models) to £1,928 for a model fitted with a 3.8-litre engine, limited slip differential and automatic transmission.

Sir William Lyons' decision to offer his small saloon with a 3.8-litre, 220 b.h.p. engine has aroused interest. The Jaguar chief has explained that the extra power will not give a greatly increased top speed but will offer more vivid acceleration for the customer who wants maximum performance. All 3.8-litre models will have the limited slip differential, which prevents wasteful wheelspin and gives better adhesion on slippery surfaces. The big Mark IX saloons and XK150 two-seaters continue unchanged, though the XK models are now available with a special version of the Jaguar 3.8-litre engine which develops 265 b.h.p. and is the most powerful unit ever offered in a Jaguar production car.

In the twelve months up to the end of July Jaguar production totalled 20,500 cars—a record. Since the war this independent Coventry firm has exported nearly 57 per cent. of its entire production. Nearly half of these export cars have been sold in the U.S. The company offer thirty-two variants of their three basic models. To-day they employ 4,550 people, with a weekly wage bill of £85,000, compared with £40 in 1924.

Another new British car which was greatly admired at the Paris Salon is the two-seater "gran turismo" version of the 3.7-litre, 6-cylinder Aston Martin DB4. Finished in sea green and with white gold upholstery, it was one of the most elegant cars in the show. This new version of the sensational DB4 is shorter in both wheelbase and overall length. It is a two-seater with generous luggage accommodation and at £4,534, including tax, it costs £779 more than the four-seater model. It has disc brakes all round, an engine that develops more than 300 b.h.p., a limited slip differential, a 30-gallon fuel tank and cowled headlamps (to give even better streamlining).

There is a choice of five axle ratios. The highest makes possible a top speed of 170 m.p.h. at 6,000 r.p.m. The grand touring model's maximum power output of 302 b.h.p. compares with a figure of 240 for the four-seat model, which accelerates from zero to 100 m.p.h. and brakes to a stop in less than 30 seconds. Standing alongside the new DB4 in the Grand Palais was the DBR1/300 racing car which this year gave Mr. David Brown his first win in the 24-hour race at Le Mans: one of three Aston Martin victories which enabled Britain to gain the world sports-car championship for the first time.

THE PARIS MOTOR SHOW: In the Grand Palais are the stands of the various manufacturers. Occupying almost as much floor space as the French, British cars dominated the exhibition. Most of the British models were new since the last Paris Salon. The United States industry was represented by a number of 1960 models, including the Ford Falcon and General Motors' Corvair, the new "compact" models designed to compete in America with the smaller European cars. The only really new French car was the Facellia produced by Facel Vega. It is a two-seater sports car with a 1.6-litre engine giving a maximum speed of 112 m.p.h. Petrol consumption is stated to be at least 24 m.p.g. Its price is under £1,500.

The new 997-c.c., o.h.v., four-speed Ford Anglia had a big success at the Paris Salon, where sales experts from many different Continental countries predicted (some of them rather ruefully) that the new Dagenham product will do well in many European markets. On the Ford stand Sir Patrick Hennessy, chairman of the company, said that Anglia output was already 400 a day and would rise to 1,000 a day in a few months. Although his company have only just completed a five-year, £70,000,000 expansion scheme, Sir Patrick stated they were already having to consider the possibility of another costing between £40,000,000 and £50,000,000.

During the Paris Show the Ford Motor Co. announced a new Prefect, which is in effect a four-door version of the new Anglia using the old Prefect body. The price is £622 including tax. That was the price of the de luxe version of the old side-valve, three-speed Prefect. (The standard Prefect costs £589, which is the price tag for the new Anglia.) The new Prefect is finished to de luxe specification, with two-tone trim for doors and upholstery, fitted pile carpets, padded sun visors, a coat hook and dual wind-tone horns. There is a choice of twelve single body colours and (at extra cost) four duotone finishes.

The big change in the Humber range is the new engine for the Super Snipe. This has a capacity of three litres (it was 2,651 c.c. before) and it produces 129 b.h.p. at 4,800 r.p.m., compared with 112 at 4,900 previously. Torque is improved, top speed is higher and acceleration is more lively throughout the speed range. The Snipe now has Girling disc brakes on the front wheels, the instrument lighting has been improved and there is more comfortable front seating. The Snipe has a new side flash and a revised colour break-line. So has the Hawk, which also has detail trim changes but in other respects is unchanged. The price remains £1,191 including tax, but there is an increase of £42 6s. 0d. to £1,453 (including tax) in the case of the Super Snipe.

Daimlers have announced the home market price of their V-8 sports two-seater which caused something of a sensation when it first appeared at the New York Show last April. It will cost £1,395, tax included. This is a 120-m.p.h. car with a 2,547-c.c. engine developing 140 b.h.p. at 5,800 r.p.m. The makers claim a surprisingly modest petrol consumption—a fact which assumes greater importance when one remembers it is intended later on to produce saloon models with this exciting new V-8 unit. The engine, inspired by Mr. Edward Turner, now managing director of the B.S.A.'s automotive division, is based on the vertical twin unit of the famous Triumph Thunderbird motor-cycle. The new sports Daimler, which should make a big appeal in the U.S., is now called the SP250. Daimlers have dropped the name "Dart."

The Triumph Herald made its French debut at the Paris Salon and Parisian motorists were not slow to recognise and praise the virtues of the car's independent rear springing, amazingly small turning circle and simplified maintenance. There is talk of the Herald being built in France later on, presumably to enable it to compete on fairer terms in the Common Market. At the Paris launching of the Herald Mr. Alick Dick, managing director of the Standard Motor Co., took the opportunity to announce news of the remarkable success in America of his firm's Triumph TR3 two-seater. In the first six months of 1959 it was the world's best-selling sports car in any single market. Registrations totalled 11,367 and I understand the Triumph beat the M.G.A. into second place by about 4,000 registrations. Not bad, that, for a car that is basically five years old.

Of the non-British cars at the Paris Show I should mention the following new models: the rear-engined Chevrolet Corvair and the more conventional Ford Falcon, two of America's new "compact" cars; and the new French Facellia, a smart 1.6-litre sports two-seater produced by Facel Vega.

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

LATE HOLIDAYS AND WINTER RESIDENCE is the theme that permeates my enquiries at this time of the year, so I cannot do better this week than concentrate on some of those hotels where both late-holiday visitors and winter residents are welcome.

First, let us turn to the Cotswolds with the thought that Cheltenham makes an admirable centre for exploration or for residence during the winter months. Some brief notes then on some of my hotel recommendations there.

At the head of the Promenade, Cheltenham's principal tree-lined shopping thoroughfare, is The Queen's, which Trust Houses acquired in 1956. A rendezvous for tourists, late-season visitors and conferences, it is one of the strongest links in their chain of hotels. Weekly terms 15 to 17 gns. Bed and breakfast 25s. to 35s. a night.

For a lower tariff Trust House, note the George, off the Promenade, and adjacent to the Ladies' College. Bed and breakfast 21s. a night.

Transient visitors will find that once coaching inn, The Plough, well suited to their needs, for their Fourchette Buffet is open to 10 p.m. each evening and their fifty bedrooms are well appointed.

Those who prefer an unlicensed hotel will be wise to choose the Ellenborough in Oriel Road, close to the Promenade, Town Hall and shops. Mrs. E. M. Davies is not only the owner but the mainspring, and her long-service staff are well versed in catering for satisfied visitors, many of whom return year after year.

Now I have another hotel in Cheltenham to include in my collection. It is The Savoy, under the direction of Mr. A. P. Walliman, a Swiss by birth, who has both factual experience and that inherent knowledge, which is common to his race, of hotel and restaurant experience.

The main features of The Savoy are a large, centrally-heated lounge in Regency style, spacious bedrooms with that solidly-constructed furniture that preceded a mass-production age, and a restaurant with banquette seating and modern lighting—the adjoining Savoy Bar and Grill Room.

Here local residents, college and school parents, racegoers and motorists can, up to eleven o'clock on weekdays—and ten o'clock Sundays—enjoy refreshment in congenial contemporary surroundings and choose from a comprehensive but not over-elaborated *à la carte* menu.

It may be, of course, that you prefer to be outside, yet within easy reach, of the daily activities of Cheltenham.

If so, write to The Secretary of Rossley Manor Country Club, postal address Andoversford (about 3 miles out off the Cheltenham-Oxford road). A lovely, old, mellowed Cotswold dwelling, it would well suit those who can enjoy cosiness within and the countryside without. The premier of country-house clubs in Britain (it is now in its twenty-seventh year) Rossley Manor, still owned by the Coxwell-Rogers family, has been in their possession right back to the days of Edward VI. If you miss your own home you will gain another one by wintering here.

A hotel and club that must be noted is on the Cheltenham-Stroud road—The Greenway at Shurdington. Though long-term residents are not accepted, it is, for those who know it, a luxurious thought for a few days or weeks late holiday. All sixteen bedrooms have their private bathrooms, a very high standard of catering is maintained and, as a consequence, there is a cheerful ebb and flow of local residents for meals as well as social get-togethers in the club bar.

The lure of London is such that many are willing to risk fog, smog, frost and slush for the bright lights of shops and shows and in this respect The North Hotels of South Kensington will take a lot of beating for modest prices and good value. All with the exception of The Majestic Hotel have the suffix Court and are situated in the Cromwell Road district. As it is a widely-used word I list them by name. Onslow Court, Stanhope Court, Tudor Court, Milton Court, Leicester Court, Alwin Court and Suncourt.

During recent months many of them have been enjoying an interim beauty treatment, and those who have not visited any of them for some time will be agreeably surprised at the transitions effected.

In order to save time and expense by writing to several of these hotels, I would advise readers to write to the Head Office—The North Hotels, 14, Cromwell Place, S.W.7, for detailed information. Their *en pension* terms run from 8 gns. weekly.

One of the best residential hotels outside London is unquestionably Oatlands Park Hotel, near Weybridge, Surrey (station : Walton-on-Thames), also one of the North Hotel group. Weekly inclusive terms here run from 11 gns. and include not only all the amenities of a first-class hotel but free use of an 18-hole (short) golf course, squash courts, hard tennis courts, indoor billiards, bridge, television and a Saturday night dance. The accommodation ranges from single rooms equipped as bed-sitting-rooms to modernly-designed suites. Another point : Oatlands Park is most convenient for London Airport and such annual social and sporting events as Ascot and Wimbledon, while the well-known golf courses at Sunningdale, Wentworth and St. George's Hall are close by.

In conclusion, I passed on the following information to a correspondent who enquired about modest hotel accommodation near London for the winter months " Write to Mr. and Mrs. L. A. Harley, the resident owners of Quarry Edge Hotel, Guildford. Under 30 miles from London and served by an excellent service of fast electric trains, this ten-bedroom hotel stands on the edge of the town and on the fringe of the country. A very useful quarry to know about for overseas visitors and house-hunters as well as for winter residence." Terms from 7½ to 9½ gns.

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AIRFIELD ON CYPRUS

Akrotiri is One of the Largest R.A.F. Stations in the World

One of the two R.A.F. bases on Cyprus is Akrotiri, standing on a peninsula which forms the southernmost point of the island. When completed, the station will be the most modern and one of the largest R.A.F. bases in the world. It is estimated that £8 million has already been spent and that another £3 million will be spent. Resident at Akrotiri is a light bomber force of Canberras, but facilities exist to handle the biggest of the R.A.F. bombers; V-bombers make regular calls to give experience to the ground staff.

The Commanding Officer of the base is Group Captain A. H. Humphrey, who is one of the youngest station commanders in the R.A.F. One of the first Arctic air pioneers, he was a Battle of Britain pilot and is the holder of the Capetown-London air record.

Under the London Agreement, signed this February, Great Britain retains full sovereignty over two areas, Akrotiri-Episkopi-Paramali and Dhekelia - Pergamos - Ayios Nikolaos - Xylophagou. Episkopi is the site of the joint headquarters and Dhekelia is principally an army base. The R.A.F. also use Nicosia airfield in conjunction with civil aviation authorities.

A NEW SCHOOL AT AKROTIRI: On the R.A.F. base on Cyprus, some 300 children start their first term this month in the school which was finished recently. Akrotiri, on the southernmost peninsula of the island, is one of the two air force bases allowed for under the London Agreement. It is one of the biggest and the most modern R.A.F. bases in the world.

THE NEW FACILITIES: In the foreground is the old control tower at Akrotiri, with, in the background, the new building which takes its place. This will have angled windows to counteract glare and reflection.

MARRIED QUARTERS: A long line of prefabricated single-storey houses forms Queen Street in Akrotiri. In the married quarters for R.A.F. personnel there are over 200 houses.

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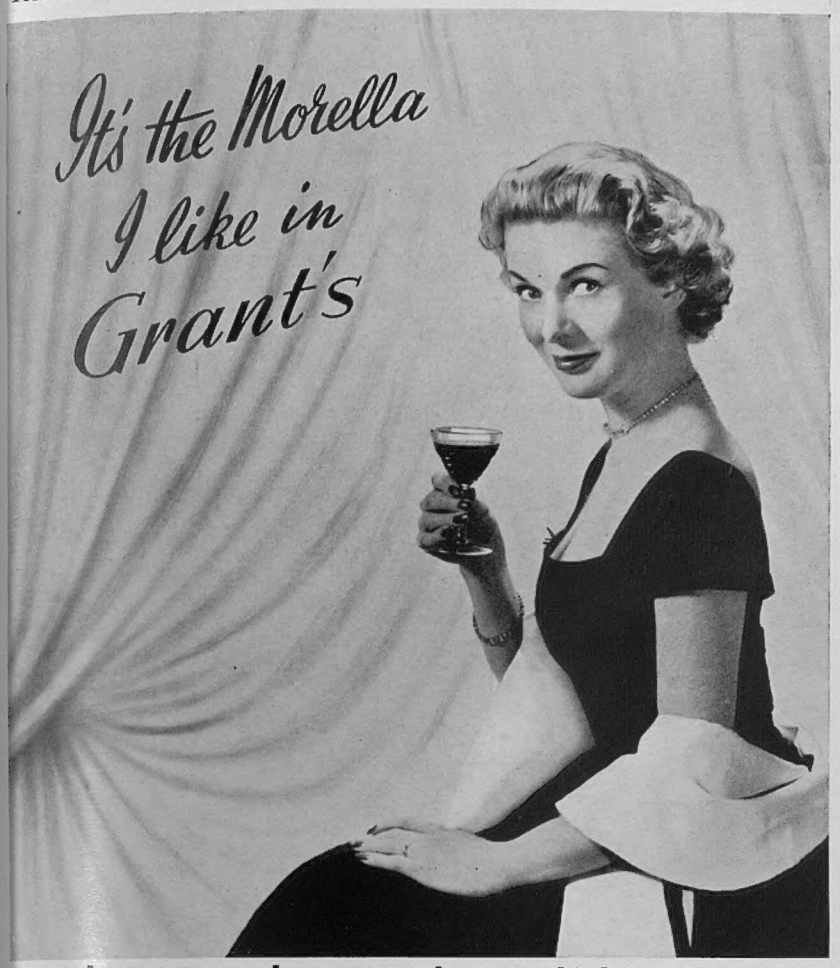

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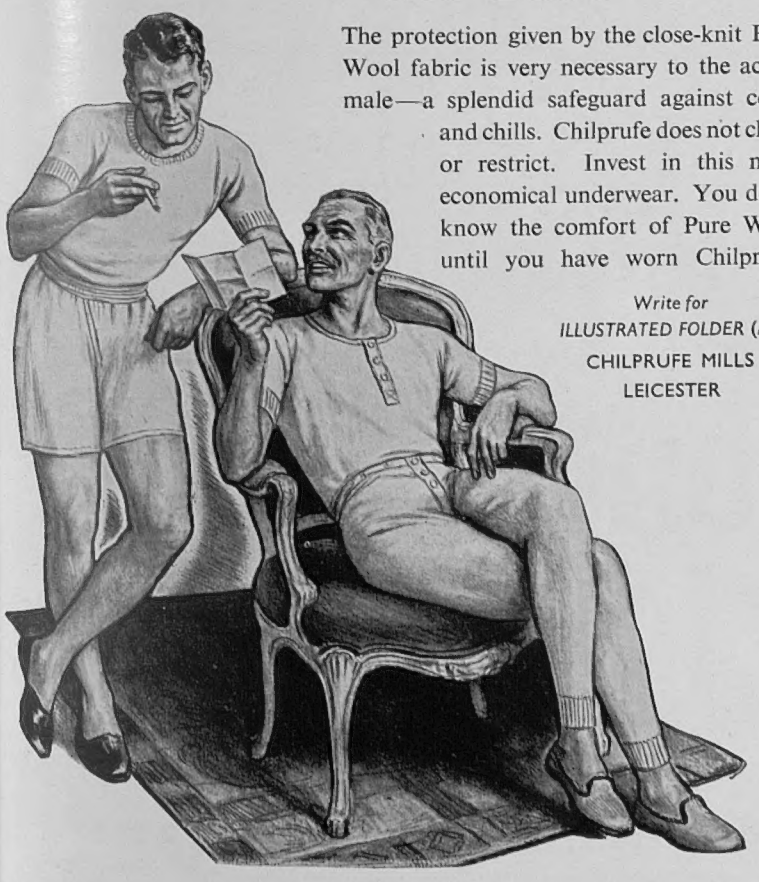

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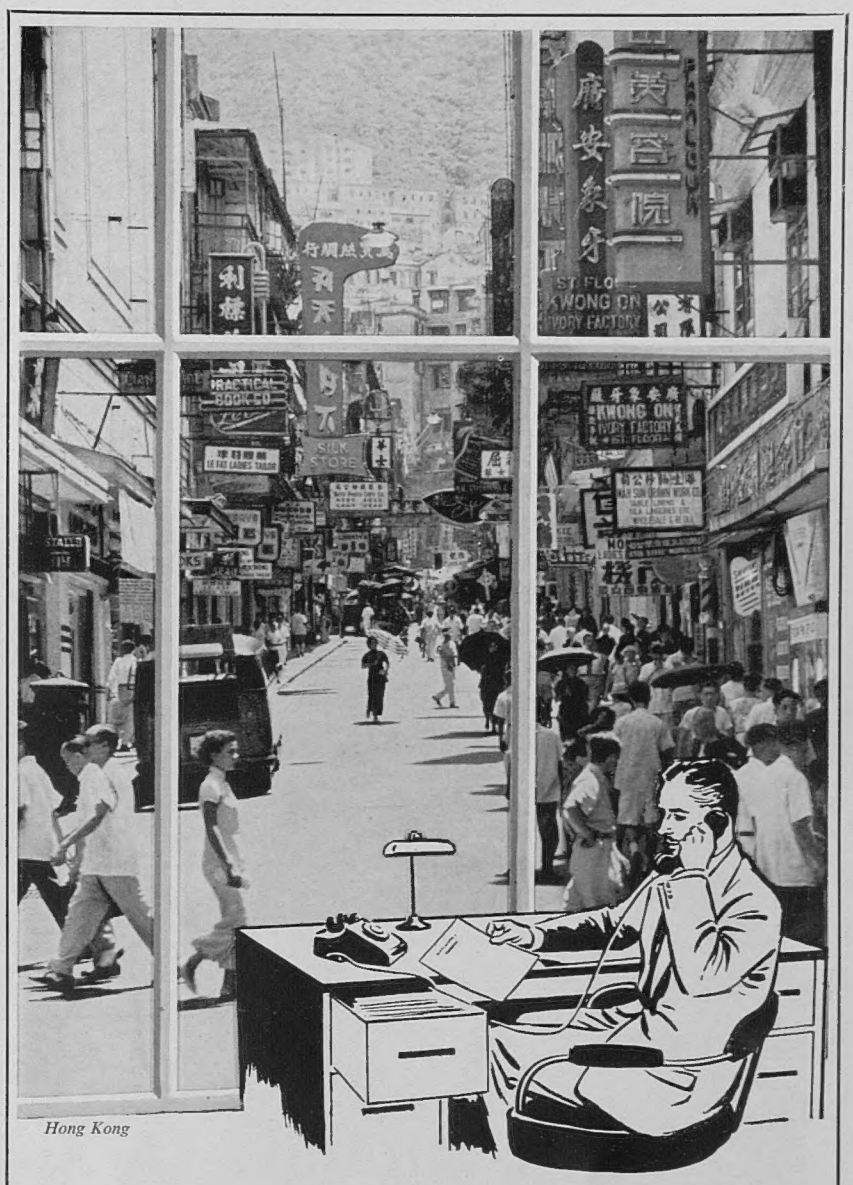

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